





HISTORY
—OF—
BARNSTABLE COUNTY,
MASSACHUSETTS.

1620
| | |
1637 ————— 1686
| | |
1890

Edited by
SIMEON L. DEYO.

Special Contributors:

HON. CHARLES F. SWIFT,	PROF. JOHN H. DILLINGHAM,
CAPT. THOMAS PRINCE HOWES,	JAMES GIFFORD,
REV. N. H. CHAMBERLAIN,	GEORGE N. MUNSELL, M. D.,
E. S. WHITTEMORE, ESQ.,	JUDGE JAMES H. HOPKINS,
JOSIAH PAINE,	JOSHUA H. PAINE,
PROF. S. A. HOLTON,	REV. THOMAS BELL,
CHARLES DILLINGHAM,	F. A. ROGERS, M.D.


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PRINTER, J. HENRY PROBST.

INTRODUCTION.

In presenting to the people of Barnstable county this history, it is hoped that it will meet with the favorable reception which the earnest and conscientious labors of its compilers merit. It will be seen by an examination of the work that nine important chapters, besides many other valuable articles in it, were prepared by well-known citizens of the county, and it is believed that their names will be considered a guaranty that every reasonable effort has been made to secure accuracy in the many details which constitute a history.

Names of the special contributors appear in the work, but opportunity is taken here to return thanks for the generous response with which requests for information have also been met by the clerks of the different towns, officers of societies, editors, clergymen and others who were in possession of special information that was desired.

Particular acknowledgement is due for the valuable assistance of George E. Clarke, of Falmouth; Charles Dillingham, of Sandwich; Calvin Burgess, of Bourne; Ferdinand G. Kelley, of Barnstable; Joshua C. Howes and Watson F. Baker, of Dennis; Levi Atwood, of Chatham; Captain Alfred Kenrick and David L. Young, of Orleans; Simeon Atwood, of Wellfleet; and to Mr. Clark, of Eastham, who carefully criticised and corrected the respective town manuscripts submitted to them.

The biographical sketches, for the most part, have been arranged alphabetically at the end of the several chapters. The large number of these sketches has necessitated as brief treatment as the circumstances would warrant. No pains have been spared to make this department accurate, and it is believed that it constitutes an interesting portion of the work, which will increase in value with the lapse of years.

A new feature and one of interest, is a map showing the location of the various Indian tribes and their villages, which were spread over the Cape prior to its settlement by the whites. Another map, in its proper place, will enable the reader at a glance to learn the dates of settlement and incorporation of the respective towns, and as a ready reference will be of great value. These maps were specially drawn for this work by the editor.

While some unimportant errors may, perhaps, be found amid the multitude of details entering into the composition of a work of this character, it is believed that this result of the historians' labor will be found as free from mistakes as a work of this kind can well be made, and in behalf of these historians is asked the generous indulgence of those who may be disposed to criticise.

NEW YORK, June, 1890.

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HISTORY OF BARNSTABLE COUNTY.

CHAPTER I.

GEOLOGY AND TOPOGRAPHY.

Location and Boundaries.—Geological Formation.—Contour of the Coast.—Surface and Soil.—The Flora of the Cape.—Effect of the Landscape on the Character of the Cape Men.

THE peninsula forming the southeastern extremity of Massachusetts, and embraced within the present county of Barnstable, is better known as Cape Cod. It extends easterly into the Atlantic forty miles, thence northerly thirty-five miles to its extremity in north latitude $42^{\circ} 4'$.

The geographical name it bears was first applied in 1602, by Gosnold, to its most northern portion. Its position, contour and importance early earned the sobriquet of "The Right Arm of Massachusetts," which it appropriately bears, having its shoulder, elbow, wrist and hand symbolically poised over the deep, as if beckoning the dispirited pilgrims to cross over and rest safely under the palm; and pointing toward Plymouth, indicating the haven where should be planted the seeds of civil and religious liberty that should bloom to the admiration of the world. It has Plymouth county and Buzzards bay for its western boundary, Vineyard and Nantucket sounds for its southern, the ocean for the eastern, and Cape Cod bay for the northern boundary, being twenty miles in width across the shoulder, tapering to eight at the elbow, two at the wrist, and then widening to a hand.

Its geological formation has been hastily considered by scientific writers, who have recorded various and varying conclusions—perhaps facts—which may be modified by more minute researches in the future light of science; but thus far the man who, after Agassiz, knows most about the subject, says that a great interrogation point might be appropriately set against the whole topic, to denote as yet an unanswered inquiry, but it is gratifying to know that a gentleman of the United States Geological Survey spent the past year on and about the Cape, from whose reports a valuable and more conclusive opinion will

in due time be published by the government. It is, however, conceded that the Cape is wholly, or so far as yet determined, of drift; but some of the strata may prove by future research to belong to the tertiary or upper mesozoic, still there is no lithological or paleontological evidence of any claim to a position below the first division of the last glacial period. The depth of this drift was thought, by Professor Agassiz, to be forty feet; but upon the extreme north end of the Cape an artesian well was recently sunk 140 feet without touching stratified rock, yet it is possible that the point at Provincetown, where this well was sunk, may have been extended by sand deposits, and that the body of the peninsula may have a different substrata, yet undetermined as to its formation.

Another evidence of its glacial formation is seen in the well-defined moraines with which the Cape abounds, the most marked being the great central ridge. The Buzzards bay branch of the moraine commences at the Elizabeth islands and extends in a northerly direction along the east side of the bay to the town of Bourne, where it turns easterly, continuing along the northerly side of the Cape into Orleans; and Doctor Hitchcock defines the broken undulations of Truro and Wellfleet as parts of a continuous moraine of a distinctive character. From the morainic angle at Bourne, extending to the northward, is the Plymouth moraine, of which only the southern continuation pertains to this county. Between Woods Holl and Bourne the moraine presents an unbroken line of ridges, which is continued east as far as Yarmouth, then we find this morainal ridge interrupted by gaps, and in Brewster and Orleans losing the distinctive morainal characteristics by the overwashing and overriding of water and ice.

The boulders deposited along and upon the Buzzards bay and eastern moraine are further evidence of glacial formation. That of Buzzards bay has this deposit of boulders on both sides, and on the east and central they are more thickly strown on the northern face, except in the town of Dennis, where they were deposited more along the apex. Brought here in the glittering chariots of ancient icebergs—those most wonderful, uncommon carriers—these huge masses of Quincy granite, with others from perhaps north of Labrador, left their failing vehicle as it weakened under the quiet influence of the gulf stream—that other most wonderful of Nature's agencies—and so here we find them extending into Orleans and more or less along the top of the ridge the entire extent of the moraine; but the south slope is comparatively free from those of any significance. Many are deeply imbedded in the drift, and some are found within the salt marshes. Some have well rounded forms, others are split, and still others are eroded into weird shapes, bearing the seeming footprints of man and animals on their upper surfaces. A large boulder in the

west part of Brewster is called Rent rock because of its peculiar dismemberment; another in Eastham is of sufficient altitude to be of use as a landmark for seamen; and the granite boulder of the town of Barnstable has been perpetuated in history as the place of the first town meeting and church service for the Puritan settlers. The hard, blue clay vein which has been thought to underlie the upper Cape, crops out near the great swamp on the bay side of Truro, and running across that town in a northeasterly direction, forms the clay banks at the Highland Light, where the bluff shore bank of almost solid clay rises over one hundred feet above the tide.

The contour of the Cape presents various indentations by bays and harbors, with their intervening bars and points, which are more or less changing yearly. Accompanied by the reader, let us pass around its perimeter, commencing at the head of Buzzards bay. Nothing of note is discernable here at the head of the bay, but two miles south we find the mouth of Monument river, where the Dutch trading vessels visited the post of the pilgrims; and around a point just below is Back River harbor—one terminus of the proposed ship canal. Wenaumet neck is a prominent peninsula extending into the bay, giving protection to Red Brook harbor on its south, which opens into Cataumet harbor, between Bourne and Falmouth. The indentations along the Falmouth coast on the bay are Wild harbor on the north and Hog island two miles below. Quisset harbor is north of Woods Holl, from which the coast runs irregularly southwest, terminating in Long neck, enclosing Great harbor. The coast from the head of the bay to Woods Holl is fringed with salt marshes of more or less extent, the Falmouth shore being bold and sandy, with a distribution of boulders.

In our course along the Vineyard sound coast we find Little harbor south of Woods Holl, where the buoy depot of the government is located, and here we also find the boldest portion of the south shore of the Cape. The various ponds and bays of the Falmouth coast running far into the town, have not sufficient depth at their mouths to form harbors until we reach Waquoit bay which, in high tide, is used by vessels of light draught. Eastward, around the sandy shore of Mashpee, is Popponesset bay, the dividing line between that town and Barnstable—a bay used for small shipping and enclosing Little and Great necks of Mashpee. Around the neck comprising that part of Barnstable known as Cotuit we find on the east side, Cotuit bay, enclosing Oyster island and opening into Great bay, which is further inland. New harbor, Squaw island and Hyannis harbor complete the south coast of Barnstable in its circuitous course easterly, the latter harbor opening into Lewis bay, which is safe and commodious, with Point Gammon for its protection on the south. This coast is low and sandy, undergoing frequent change, and Dog-fish bar has formed,

extending several miles eastward to opposite the Bass River harbor, between Yarmouth and Dennis. The bays and coves of Bass river form anchorage for fishing vessels, and the harbor at its mouth is important. The bays along the coast of Dennis and Harwich are inconsiderable, yet by the southward bend of Harding's beach on the Chatham coast and the southwestern extension of Monomoy point these towns have ample anchorage. East of the beach named is Stage harbor, spreading its arms into the town of Chatham, all of which have safe anchorage inside when the bar across the mouth is safely passed at high water.

The elbow of the Cape, at Chatham, is perhaps subjected to more changes from shifting sands than other points. New shores and bars form and disappear by the action of the waters of the ocean and sound, which are here at right angles. Monomoy, extending several miles toward Nantucket, has been greatly enlarged by the filling of the salt marsh along its western edge, and the southern extremity is gradually extending by these accumulations, this beach now being several miles in length and one-half mile or more in width. Through this beach, in 1807, when the first light was erected in Chatham, was an entrance for vessels to a safe anchorage within, which has been since practically destroyed. The *Yarmouth Register* of November 7, 1874, speaks of the ravages of old ocean here as removing three-fourths of a mile in length from Nauset beach, of its washing away in 1872 two hundred feet in length of the government landing, and of further ravages in 1873, which necessitated the removal of government buildings and private residences. The shore of Chatham is a sandy bluff on the Atlantic coast until we reach Old harbor at North Chatham, where, about the middle of the century, the sea broke through the outer beach, reopened a former navigable channel, which, after a very few years, was again filled with sand. The mouth of Pleasant bay, between Chatham and Orleans, formerly admitted large vessels, which now its shallowness precludes. Continuing north we pass the high, unbroken, sandy beach of Orleans, arriving at Nauset harbor, where navigation is also now impeded by drifting sands. Here was carried far inland by storm the English vessel to whose passengers the people of Plymouth gave aid. From this harbor northward along the east shore of Wellfleet, Truro and Provincetown the bold, sandy shore is unbroken by bays until we reach Race Point neck. Passing the islands and doubling Long Point neck, we find a harbor gradually filling with sand, although the government has made liberal appropriations for its preservation, and the commonwealth has enacted penal laws for the protection of the trees that lessen the ravages. In 1850 the legislature of the state called the attention of congress to the continual drifting of the sand and the gradual abrasion of the

beach, which, if allowed to continue, must effectually destroy the harbor.

The only considerable opening along the west coast of Truro is East harbor, in the north part of that town, as we commence our survey southward on the west shore. In the south part, near Truro village, at the mouth of Pamet river is a small harbor, and along the coast of Wellfleet we find Duck harbor, but not until we have passed the islands outside of Wellfleet harbor do we find anchorage for vessels of any tonnage, and here in a land-locked haven. Wellfleet harbor is the largest on the bay side of the Cape, having Duck and Black-fish creeks emptying into it, both forming other harbors of lesser capacity. Along the coast of Eastham we find some salt marsh around the mouth of Herring river and to the southward, but no harbors of importance. The short stretch of Orleans situate on the bay has very small openings at Rock harbor and Namskaket and a wide, sandy beach, which is continued along the north coast of Brewster, with high uplands a short distance inland. The mouth of another Herring brook near Quivet creek presents the only indentation along the Brewster shore beyond the small curvatures. Sesuet harbor and Nobscusset being passed on the Dennis coast, we arrive at Bass hole, where, with a small harbor, commences the salt marsh which fringes the short shore line of Yarmouth, extending along the south side of Barnstable harbor and terminating in the Great marshes. Sandy neck extends easterly from Scorton, in Sandwich, nearly across the town of Barnstable, terminating about one mile from the coast of Yarmouth, between which points we find the mouth of the harbor. Along the only sea coast of Sandwich we find Scorton neck, Scorton harbor, Spring hill, Sandwich and Scusset harbors, with a low, marshy beach. Passing along the short extent of beach belonging to the town of Bourne, which has no indentations, we reach Peaked cliff, the northern terminus of the boundary line between Plymouth and Barnstable counties, which line passes southwesterly across the foot of Herring pond to the point from whence began our journey of observation.

The peculiar position of the Cape, extending far out from the general line of the Atlantic coast, greatly impedes and endangers navigation, and this fact is intensified by the drifting sands which are so constantly changing and re-forming shoals. Notwithstanding the several lighthouses on its points, lightships on the outer bars, the many carefully placed buoys and the constant vigils of the government officials, the Cape and its vicinity, more than any other on the Atlantic coast, is the dread of the mariner.

The consideration of the surface and soil of the county, than which no physical features have been more changed, would naturally conclude this chapter. The condition of the Cape when first seen by

Gosnold in 1602, was sandy shores, bluffs inland and thickly wooded. The pilgrims, after anchoring in Cape Cod harbor, found "it was compassed about to the very sea with oaks, pines, juniper, sassafras and other sweet wood." Here are the huge stumps whose trees a century and a half ago gave reason for the locality name—Wood End, and along the bay coast of Dennis and far out in the receding sands may be seen the stumps and the remains of fallen trunks of giant trees, black with decay; and no one knows how long they have been preserved by the saline qualities of the water, or when or how they were felled. The coasts of other towns, to a greater or less degree, reveal a similar condition of the primeval forests. That the entire Cape was once a noble forest there can be little or no question.

The surface is diversified with undulations of varied heights and depths—the uplands mostly covered with small pines and oaks, and the depressions with ponds of fresh water, of which but few have a visible inlet or outlet. It is estimated that the area of the Cape ponds exceeds thirty-seven thousand acres. The 174 more important ones, containing over fifteen square miles, or about one-fourth the total pond area, are noticed by name in the town chapters following. Of these Bourne has fifteen, covering 356 acres; Sandwich seven, of 616 acres; Falmouth sixteen, 688; Mashpee six, 1,420; Barnstable twenty-seven, 1,706; Yarmouth fifteen, 564; Dennis twelve, 441; Brewster twenty-five, 2,093; Harwich ten, 435; Chatham thirteen, 280; Orleans five, 213; Eastham five, 223; Wellfleet six, 225; Truro five, 108; and Provincetown seven ponds, aggregating 255 acres. The salt ponds connected with the extensive line of coast, together with the bays, the coves, and the small fresh water ponds without name and almost without number, would greatly increase the area. Salt marshes fringe the coasts, the largest being the great marshes of Barnstable. The reclamation of these has been advocated and the experiment tried in every generation; and more than once has the legislature granted corporate powers to those who thought the result attainable. These marshes are flooded twice a day at high tide, and when fairly green are as beautiful as a well-kept lawn. In time, as the marshes gather, the soil becomes higher and firmer, the grass finer, and the product is highly valued for the cattle, as salt hay. Of these salt meadows a considerable portion has been converted to the production of English hay by the generations of this century.

Even the surface of the Cape has undergone changes that hardly seem credible. Captain Southack in 1717, who, as a government agent, was sent out to search for the pirate ship *Whida*, wrecked on the back side of the Cape, made a map of a channel across from sea to sea as it then existed nearly on the line between Orleans and Eastham; and on this channel he marked a whaleboat with this note:

"The place where I came through with a whaleboat, being ordered by ye government to look after ye pirate ship *Whida*, Bellame commander, cast away ye 26th of April 1717, where I buried one hundred and two men drowned." It is generally accepted that this channel was made by that gale, and the early records show that it required a general turnout of the people and great labor to close it. Other low and narrow places have been similarly changed by great storms. During the severe storm of 1872, not only was a deep, wide channel cut through the outer beach opposite the Chatham light, but the government property was washed out ninety feet inland to a depth of thirty feet, unearthing a peat bog in which, around a large stump, were the tracks of six human beings. George Eldridge, the hydrographer, described these tracks as of different sizes and says that tufts of coarse animal hair had been impressed into the clayey surface of the soil near the stump, upon which were other tufts where the animal had rubbed. The spot was soon again covered with drifting sands.

Of the fifteen towns comprising the county, Chatham and Provincetown are the most affected by the sands from wind and wave; but Orleans, Eastham, Wellfleet and Truro experience more or less of these changes, and the upper towns are not entirely free from them. The denuded knolls that generations ago were well timbered, have been exposed to the ravages of heavy winds, blowing the finer and better soil into the bogs and depressions, or into the salt marshes and harbors, thus perceptibly changing the surface. To save the harbors and retain the soil, public and private efforts have been turned to planting the uplands with forest trees, which labor is being crowned with success.

The soil is diversified with portions alluvial and others diluvial, and once the surface was richly covered with vegetable mould; but the sand, cut adrift from its fibrous moorings and the long cultivation of the virgin soil without the return of an honest equivalent, has greatly reduced its fertility. It is still largely productive in every way by later and better methods of compensating in some way for the depreciation caused by successive crops, as is now practised in every county where agriculture is successful. The upper towns of the Cape have more or less loam and clay in their soils, which are consequently stronger, while the lower towns have a lighter soil but as productive under proper cultivation. About the creeks, marshes and swamps are found rich deposits sufficient to make the entire county more productive than are some so-called agricultural counties of the Commonwealth. The later generations have learned this, and to a greater or less extent are availing themselves of these superior advantages. Hundreds of acres of valuable cranberry bogs, fine vegetable gardens, and luxurious meadows have been redeemed within the last half cen-

tury, and hundreds more are resting in their native sloughs, waiting for utilization by the application of the adjoining sand bank. These improvements have only commenced, and the Cape, with its thousands of acres of valuable lowlands and millions of tons of virgin sand, is susceptible of still further development.

The clay vein of Truro, running across the Cape and cropping out on the bay side near the Great swamp, is an exception to the general character of the soil. The bank there is filled with pounds in which the water lodges and is held by the firm clay.

The peninsular character of the Cape has distinguished it during all historic time; but it is entirely plausible that in geologic time it had a more continental character. Off the south shore of Barnstable, where is now a channel two miles wide, separating Bishop and Clerk's light from the land, was once a sheep pasture through which only a small creek flowed, and within the period of our own colonial history the Nantucket farmers cut fencing on an island seven miles off Chatham, where now the rushing, restless tide has undisputed sway. Ram island, where many of the present residents of Chatham have repaired for frolic and berries, has gone down in the unequal strife and the sullen sea sweeps over a spot where the Vikings dwelt eight centuries ago—the spot which was still inhabitable when in 1620 Sir Humphrey Gilbert noted it as Nauset island. If the physical character of this peninsula has been thus modified by the Titanic war which old ocean—so old and so busy—has forever waged upon it, not less important upon its animal and vegetable life has been the effect of what Michalet, in his *La Mer*, calls the tyranny of the sea.*

Every Cape woodland shows the effect of this strife, and whole forests have been bent by the prevailing winds. This fact, to wit, an incessant struggle of elements, is the best type of the Cape life as it has been and is, and is what has colored the Cape character.

The botany of the Cape is as unique as its geology. Here again the sea has been master—yet also a conveyancer of beauty and fate to the flowers. We may not pause here to divide the imported flowers from those indigenous to our soil. The pilgrims were Englishmen and long remained so. They, or their wives, brought here many of the old English flowers: holley, Canterbury bells, lilacs, Aaron's rod, box, bouncing Bettys', and above all "the Pilgrim rose," which after all our modern horticulture, still abides as the peer of the best; for the sea hightens color in the rose's petals as well as the maid's cheek. But the sea has brought here more flower seeds than ever the *Mayflower* and her sister ships since the landing at Plymouth.

*The remainder of this chapter is contributed by the Rev. N. H. Chamberlain of Bourne, a native of the Cape, who has delivered a very popular lecture on the topic here briefly considered.—Ed.

It may be stated in the rough, that the Cape flora is divided by its central hill range into two great divisions; that the flowers on the south side are more intimately connected with those in the latitude of Norfolk, Va., than with their neighbors across the ridge, and that the same or equal intimacy exists between the flora of the Cape, north side, and that of the Bay of Fundy. The sea currents did it. Of course the trailing arbutus or "May flower," as our people call it, is the local flower of the Cape. This flower is found indeed, widely scattered over the temperate zone, but here and in the Plymouth woods it attains its maximum of purity and grace. For all fat garden flowers necessarily lower their colors in these respects, to the wild ones. They differ very much as a vestal does from an ordinary woman of fashion. For if flowers be the smile of the good God, that smile in flowers must be the noblest, which best symbolizes the loftiest virtues. Every traveler who had eyes to see, has remarked the very delicate and spiritualized look and structure of nearly all the flowers of the upper Alps; as if their very struggle for life with their adverse circumstance had given them a higher life and form of beauty. What the glacier and snow peaks are to the Swiss flowers, that, as water also, the sea is to the Cape flowers. They have also the strife for life and they too are made perfect through suffering. The Cape Codder in his travels may pick "May flowers" in their season, in almost any wood of our zone, but he will miss not a little of the Cape virginity and above all the circumstance of the Cape flower itself—the grey mosses holding up its flower clusters a little toward the sun—mosses which seem the fringe and raiment of eternity over the eternal breast of Earth, mother of flowers and men—the cold sea chill of the wind on shore; and as he holds her flowers to look at them, his eyes cannot but wander far off to the Cape sea, grey, turbulent, white crested, which like the voice of "the other world" breaks in its mighty monotone upon the desolate shore.

Here lie the secret ties, which often unknown to him bind many a Cape man to his province; sharp contrasts in scenery everywhere; the sea in storm, and the inland lakes and ponds among the hills, with their white strands circling their placid waters, where the sea birds rest in their spring or autumn passage, north and south; the rude and boisterous wind, and to-morrow the gentlest sunshine on the south hill slope where the first violets and anemones appear; the ever changing tides and the fixed hills, with the forest watching as a sentinel who never leaves his post; and two forms of solitude—the solitude of the sea shore and of the wilderness, so diverse at least in form and yet both ministrants, in a religious way, to a sensitive nature. He may enter the one only for seaweed and the other for a load of cord wood, but his circumstance remains unique, whether he knows it

or not. This is why the Cape man abroad misses somewhat out of the landscape. The rose is not the same elsewhere. The spring in the Rocky mountains may show water as pellucid as any at a hill foot here and the sand through which it throbs may be as white, but the mosses at the brim and the ferns which mirror their fragility in those "living waters" will not be there. It may be provincial for the Ice-lander, the Switzer and the Cape Codder to hold, each, that his own land is the fairest on which the sun shines, yet they each hold to it and for much the same reasons. Their land is very much unlike any other.

The scenery of the Cape is both unique and full of variety, circled by the sea and the forest, for after all the sea is the great master mechanic of the Cape landscape. It is hardly too much to say that it has determined very largely the manners and the occupations, at least of the old Cape Cod. "Life," says Emerson, "is by water courses." It may be ventured to say that liberty is by the sea. Great distances enfranchise; great altitudes enslave. "The Alps," says Longfellow, "are a poor place for a sad heart to go to." At Grindelwald or Lauterbrunnen one feels in the grey prison house of Eternity and as naught. For two hundred and fifty years or so the sea has lain open here to the venture of any man who dared it, and was and is, a highway for him to the ends of the world. The majestic orbit of its horizon has been ever tempting him to try what was beyond—to come out of himself and become a greater self at sea or on shore. Of stock which has no servile blood in it, the Cape man of the genuine breed has become one of the most independent men on earth. His own will runs even into a private burying ground for him and his.

As one face of this same independence is the man's curious self-reliance. He will undertake, if the wages satisfy, to carve a bust of Jupiter or oversee a factory where they manufacture moonshine. Only he will be thrifty enough not to take any stock. He respects the sea with which he struggles, and himself as well. He thinks he knows how to rig and sail a boat and is a very careful pilot at the helm. If his wagon was in the mire he would never pray to Hercules to help, until he had put his best shoulder to the wheel. But if there was no start and he a religious man, he would then pray as lustily as the best, and if he were not religious he would probably sit down under a tree and smoke his pipe, revolving whether there was any God or whether it would pay him to buy another cart.

Here lies the reason why so many Cape men have been successful business men. Their youth was a struggle with the soil and with the sea. They toughened with the toil, Spartan and frugal. When they went among other men they were well armed with frugality and self-reliance, and inferior men became as clay to their foresight and dominancy.

In much then that is formative in human character the Cape landscape has lent itself to make the Cape man free, self-reliant, frugal and indomitable. It has bred in him pluck and luck. The obligation he is under to his native province he is apt to fulfill by his life-long affection for the Cape. The Cape colors him all his life, the root and fiber of him. He may get beyond but he never gets over the Cape. Make him a merchant at Manilla or Calcutta, a whaler at the North Pole, a mate in Australian waters, a millionaire on Fifth avenue, a farmer in Minnesota, and the Cape sticks to him still. He will feel in odd hours to his life's end, the creek tide on which he floated ashore as a boy, the hunger of the salt marsh in haying time, the cold splash of the sea spray at the harbor's mouth, the spring of the boat over the bar where he came home from fishing with the wind rising on shore out of the grey night clouds seaward, the blast of the wet northeaster in the September morning, when under the dripping branches he picked up the windfall of golden and crimson apples, the big flaked snow of the December night when he beamed his first sweetheart home from singing school; and he will see in dreams, perhaps, the trailing arbutus among its grey mosses, on the thin edge of a spring snow bank, the bubbling spring at the hill foot near tide water, the fat crimson roses under his mother's window, with a clump of Aaron's rod or lilac for background; the yellow dawn of an October morning across his misty moors, and the fog of the chill pond among the pine trees, and above all the blue sea within its headlands, on which go the white winged ships to that great far off world which the boy has heard of and the grown man knows so well.

CHAPTER II.

INDIAN HISTORY.

Origin.—Manners.—Customs.—Religion.—Cape Indians.—Their Villages.—Their Tribes.
—Map.—Kindness.—Subjugation.—Decrease.—Extinction.—Legends.

THE history of this county may be regarded as beginning with its settlement by Europeans, or in those diplomatic relations between their governments and the adventurers who sought to control the prospective settlements within it; yet we may concern ourselves somewhat with a mention of those ill-fated Indians whom the Puritans found here, and whose extermination as a people was so speedily accomplished.

Scientists of every age and country have advanced ideas concerning their origin; but as they never had a written language the truth of these propositions must remain in darkness. That they have been called Indians since their existence became known is due to the fact that ancient navigators supposed that America formed a part of the East Indies.

Tradition, current among the Indians, throws little or no light on their origin. They generally believed that they sprang from the earth. In one tradition they have been represented as having climbed up the roots of a large vine from the interior of the globe, and in others as ascending from a cavern to the light of the sun. At an early day some of the Indians still retained indistinct traditions of crossing a body of water to reach this land; and others that they originally dwelt in a land across a narrow lake where wicked people dwelt, that the lake was full of islands, and they suffered with cold while crossing. Curious remains are extant in various parts of the country showing that the original dwellers here had rare mechanical skill, which they had not lost by the allurements of a wild forest life. These evidences, more especially confined to the western portion of America, are a vindication of the theory that the land was first peopled by the way of Behring strait; also, that less civilized bands drove them east and south—or they, in themselves, became more in love with forest life, scattering and multiplying until the whole land was peopled. Some historians trace the Indians to the ten lost tribes

of Israel, some to the dispersion from Babel, some to the enterprising Phœnician sailors, and others to the Carthagenians; but of all these theories, that of their coming from the Eastern continent across the straits to North America seems the most acceptable. While their race was distinct from all European peoples, in customs, personal appearance and language, yet they closely resembled each other and had many customs in common, although the several tribes found here by the Europeans were more generally distinguished from each other by the difference in their languages. Each tribe had a name for whatever could be heard, seen or felt, and except these but few words were used.

The same characteristics prevailed in the Indians on the Cape that were found in other tribes, and if any difference existed in minor peculiarities it would be logically attributable to climatic differences and their habits of life and employments, varying with the food supplies of mountain or valley, stream or seashore. Some were better agriculturists than others, and raised more corn than their neighbors. The Pilgrims found at Truro fifty acres under cultivation. The labor of raising corn devolved upon the women, or squaws, for all tribes concurred in the idea that labor was degrading and beneath the dignity of a warrior. The women provided the wood, erected wigwams, carried the burdens, prepared the meals, and even carried baggage on the march.

A regular union between husband and wife was universal, but a chief of sufficient ability to support such a luxury married, often, more than one wife. The ceremony of marriage was very simple, and differed in minor details in different tribes.

The education of the young warrior was in athletic exercises, to enable him to endure hunger and fatigue, and to use arms efficiently. In some families certain young were impressed with the tradition of their people, which task devolved upon the old, who in turn had received their knowledge from preceding ones.

The weapons were rude—stone hatchets, clubs, bows, arrows and spears. War was their delight, and their cruelties to enemies when death was decreed were only equalled by their kindness when they turned their tribal affection to the adopted ones.

They had a religion, primitive though it seems, that closely resembled that of civilized nations. They believed in a great spirit, and revered him; believed he was everywhere present, knew their wants, and aided and loved those who obeyed him. They had no temples nor idols. They believed the warrior hastened to the happy hunting grounds. They also had an evil spirit, which good Indians should shun. The graves of their fathers were held in reverence, and were defended with great bravery. To the restraints of civilization

they long showed an aversion, and were remarkably attached to their simple modes of life.

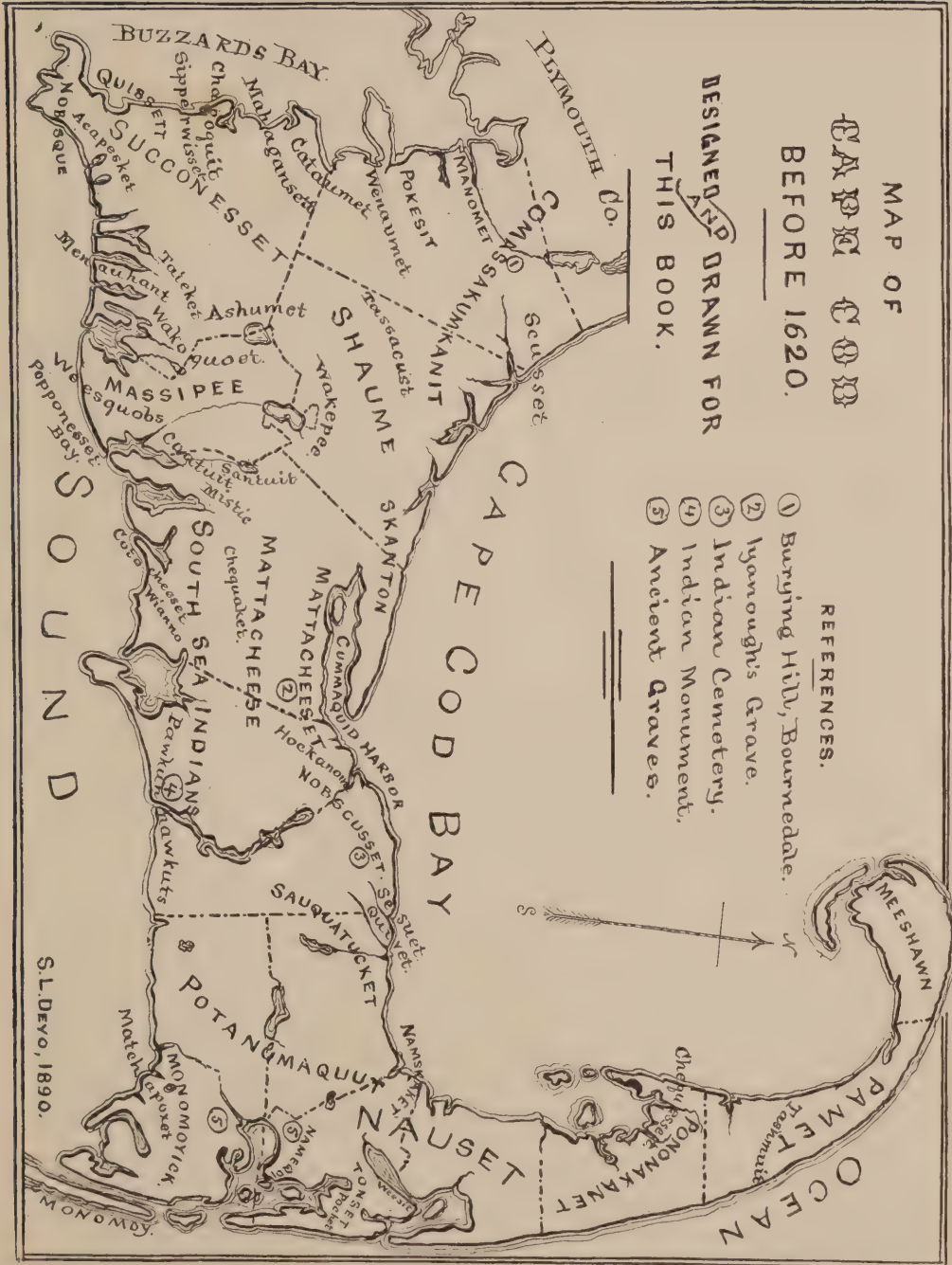
Whether the differences in complexion, stature, features, customs, religions, or any peculiarities, were caused by climate or any latitudinal separations, one thing seems conceded by historians—that they were of one origin. Doctor Mather regarded them as forlorn and wretched heathen ever since they first landed here; and “though we know not when or how they first became inhabitants of this mighty continent, yet we may *guess* that *probably* the devil decoyed them hither, hoping the gospel would never reach them to disturb or destroy his absolute empire over them.”

There were several tribes on the Cape, and all evidence from the colony records, from the time they were first visited by Europeans, points to their remarkable friendliness to the whites and to each other.

An early instance of the white man's abuse of their confidence is the shameless record of Thomas Hunt, who in 1615, as a subordinate left in command of Captain John Smith's ship, kidnapped twenty-seven of the natives, including seven from Nauset, to sell as slaves. This act was not without precedent, and after it had been avenged four years later upon some of the same crew, the Indian sense of justice seems to have been satisfied. In their subsequent intercourse with the pilgrims they performed acts of mercy that could only be expected of true Christian disciples.

The Indians of the Cape, made up of several small tribes, were among the thirty of New England yielding allegiance to Massasoit, the chief of the Wampanoags, and after his death in 1662 to his son, Metacomet, known in history as King Philip, or Philip of Pokanoket.

Of these the Nausets occupied the most prominent position, dwelling on the territory now Eastham, their country including also Brewster (Sauquatucket), Chatham (Monomoyick), Harwich (Potanum-aquut), Orleans (Pochet), the neck in Orleans (Tonset), Wellfleet (Pononakanet), Truro (Pamet), part of Truro and Provincetown (Mee-shawn) and North Dennis (Nobscusset). The Nausets were also at Namskaket, now Orleans, and about the cove that separates Orleans from Eastham. In the northwest part of Yarmouth and around Barnstable harbor were Mattacheese and Mattacheeset; the south part of the east precinct in Barnstable, Weequakut; between Sandwich and Barnstable, Skanton; Falmouth, Succonesset; in Bourne, near Buzzards bay, Manomet; on Buzzards bay, Cataumet; near Sandwich, Herring pond, Comassakumkanit; Pocasset, Pokesit; Mashpee, Massipee—and this last body of Indians has long been the principal tribe of the county, and once included Cotuit, the southwest part of Barnstable; Santuit; Wakoquoet, part of Falmouth; Ashumet, in Falmouth, on west line of Mashpee; and Weesquobs, Great neck. The Indians on Nan-



tucket, Martha's Vineyard and Elizabeth islands were separate tribes, in constant communication with the tribes on the Cape, and had their own sachems. All these tribes had their sachems or sagamores, and though owing fealty to the Wampanoags they could not be induced by King Philip to join in the wars of 1675. The tribe at Manomet, after their adhesion to the English, proved a defense and were faithful to their friendship.

As an evidence of the friendship and hospitality of the Cape Indians, it is said that when the ship *Fortune* in 1621 touched at Cape Cod, the Indians carried word of her approach to the settlers at Plymouth.

In 1622 the colonists were compelled to go to the Cape Indians for corn. They sailed around the Cape, along southerly, anchoring in a harbor at Chatham, and obtained eight hogsheads of corn and beans. During that and subsequent years corn was obtained of the Indians at Sagamore hill, Mattacheese, and other places on the north side.

For these purchases the Indians received trinkets and clothes. Various facts are given that show a friendship beyond the hope of gain. In 1630, when an English vessel was shipwrecked on the Cape, those passengers who died from exposure were carefully buried in the frozen earth to keep the bodies from wild beasts, the sick were nursed to health and the survivors were conducted to Plymouth. The incident of the lost boy—strayed from Plymouth and found among the Nausets—when Iyanough with his warriors assisted in the search, and the Nauset sachem, Aspinet, so promptly delivered the boy to the English, is another proof of their friendliness. The various kind offices of Iyanough upon the departure of the whites—the festival, the filling of their rundlets with fresh water, and the taking the bracelet from his neck and placing it upon the leader of the party—are matters of record in the pilgrim history.

Some of the natives were possessed of such an inherent love of tinsel display that the bounds of Captain Standish's strict doctrines were sometimes overstepped. In 1623, while the captain and his men were at Mattacheese purchasing corn, they were forced to lodge in the wigwams of the natives. Missing a few beads in the morning, he ranged his men around the sachem's cabin and threatened to fall upon the inmates unless the beads were returned. The offender was discovered, restitution made, and a penalty for the offense was paid with more corn.

In 1637, when the whites commenced the purchase of lands from the Indians on the Cape, satisfaction was given by full returns of beads, hoes, hatchets, coats and kettles; but years later, as the number of the Indians was diminished from various causes and the increase of the whites was rapid, the natives could not see their best plantation

lands appropriated by others without a protest. Writing of this in its relation to Yarmouth, Hon. C. F. Swift says: "The claims of the Indians were paid in articles which, though of no great commercial value, seemed to be prized by them. The Indians soon became painfully aware that their transfer of the soil carried with it a degree of vassalage far from agreeable to their ideas of personal independence. In 1656, Mashantampaigne, a sagamore, was brought before the court on a charge of having stolen a gun. The court held the opinion that the gun was his. He was also accused of having a chest full of tools stolen from the English, and proudly delivered up his keys to Mr. Prince, so that he might search his chest. Complaint was made by John Darby that this sachem's dogs 'did him wrong among his cattle, and did much hurt one of them.' These proceedings are interesting as showing that the Indians, sixteen years after the settlement, were completely under subjection to the colonial laws."

Would it be considered foolish in a poor Indian, whose sachem had bargained and given possession to the lands of the tribe, if, when he saw his hunting grounds trespassed upon, he should claim that he had not been paid sufficiently for them? This claim was often made, of which one instance is referred to in our chapter of charters and deeds.

The colonial laws, made soon after the settlement of the Cape, had much to do with restraining the dissatisfaction or desire of revenge in the breasts of those evil disposed. Fire arms were kept from them and other enactments for mutual preservation were made by the court at Plymouth. The parliament of the mother country afterward, in 1649, passed acts for "promoting and propagating the Gospel among the Indians;" but even the Indians asked "how it happened that Christianity was so important, and for six and twenty years the English had said nothing to them about it?" The Indians were gradually brought under the white man's laws. In 1668, Francis, sachem of Nauset, was fined £10 "for uncivil and inhuman words to Captain Allen, at Cape Cod, when cast away." In 1673 the laws were enforced to the extent that natives were worked for debt, drunken ones fined and whipped, idle Indians bound out to labor, and for theft were compelled to pay fourfold. While the poor Indians were taught to heed the laws and religion of the colonists they were restricted in their freedom—bidden to visit Plymouth during court time, no white was allowed to lend them silver money, and they were placed under many other, to them, humiliating restrictions.

After the dawn of the last century their decrease was rapid. In 1685 Governor Hinckley reported nearly one thousand praying Indians within the limits of Barnstable county, distributed as follows: At Pamet, Billingsgate and Nauset, 264; at Monomoyick, 115; at Satucket

and Nobscusset, 121; at Mattacheese, 70; at Skanton, 51; at Mashpee, 141; at Manomet, 110; and at Succonesset, 72. He also says that besides these there were boys and girls under twelve years of age, three times as many. In 1698 the commissioners appointed to enumerate the Indians reported in the territory of the original Plymouth colony—and all told—1,290, and in 1763 but 905; of which Barnstable county had 515; and in 1798 few lingered, except in Mashpee. The last squaw of Yarmouth is well remembered by the oldest inhabitants there as dwelling on the west bank of Bass river, on a portion of what was once, in the better days of the tribe, the last reservation.

In 1889 Mr. Swift, in writing of Yarmouth, says: There are few memorials or evidences existing of the former occupants of the soil, save the shell heaps near the sea shore and the arrow-heads and stone utensils thrown up by the passing plowshare of the husbandman, giving evidence of their numbers before the advent of the white man on these shores. Occasionally portions of an Indian skeleton are also found here, but not in sufficient numbers to give evidence of any considerable burial place. The last of these who died in considerable numbers, about the time of the revolutionary war, were interred on the eastern borders of Long pond in South Yarmouth, and a pile of unhewn stone marks the spot, on one of which is chiseled this inscription:

ON THIS SLOPE LIE BURIED
THE LAST OF THE NATIVE INDIANS
OF YARMOUTH.

Their burial places, of which there are several others on the Cape, have been preserved with a commendable degree of respect by the people of the towns wherein they are located. Over the trail of the swift-footed runner of that departed race now speeds the iron horse, and their hunting grounds are now the sites of flourishing villages.

Their beautiful legends yet linger in the written pages of the white man's lore, and the recurrence of the changes in nature is an index to the unwritten traditions of the Indians. As the fogs creep up from the sound, who can forget their explanation of the phenomenon? The Mattacheeset idea was that a great many moons ago a bird of monstrous size visited the south shore of the Cape, carrying off papposes, and even the larger children, to the southward. An Indian giant named Maushop residing in those parts, in his rage at the havoc, pursued the bird, wading across the sound to an hitherto unknown island, where he found the bones of children in heaps around the trunk and under the shade of a great tree. Wishing to smoke on his way back, and finding he had no tobacco, he filled his pipe with *poke*—a weed used afterward by the Indians when tobacco failed—and started across the sound to his home. From this mem-

orable event the frequent fogs in Nantucket and on and around Vineyard sound came; and when the Indians saw a fog rising they would say in their own tongue, which rendered was, "There comes old Mau-shop's smoke."

The Indians about Santuit pond had a legend that a great trout in the South sea wished to visit that pond, and on his way plowed up the land. He turned and wound along, avoiding the large trees and high lands, and arrived at the pond. The water of the sea followed him and formed the present river. After a rest in the pond he tried to return to the sea, but died from exhaustion, and the Indians covered the trout with earth. It has been called Trout Grave since, and is yet so known in the neighborhood. The river yet flows, and the mound where the legendary trout was covered is still plainly visible on the bank of the river, just west of the residence of Simeon L. Ames of Cotuit.

The Indians had no faithful records of their own times to portray the virtues of their race; but if we look back to the period when the white man's firewater was unknown, when the proud independence which formed the main pillar of their moral fabric was unbroken, then they were a people with as generous impulses, as lofty purposes and as chivalrous deeds as paler men; but an irresistible power seems to have decreed that another people—weaker, yet stronger—should develop on their soil a higher civilization.

CHAPTER III.

DISCOVERY AND EXPLORATIONS.

Early Discovery of the Cape.—Explorations by Gosnold and Dermer.—The Pilgrims.—The Mayflower in Cape Cod Harbor.—Explorations by the Pilgrims.—Compact Signed.—Plymouth.—The Lost Boy.—Post at Manomet.—Great Storm.—Declaration of Rights.—First Settlement of the Cape by the Whites.—Sandwich, Barnstable, Yarmouth and Nauset.—Erection of County.

THE history of Barnstable county, if made complete, is of more interest than any other in the Bay state; for Cape Cod was first discovered and first explored, and has sustained its prominence from that early period to the present time. From public records and the most authentic documents, with the carefulness that the importance of the work demands, have been compiled the facts of the discovery, exploration and settlement of Cape Cod.

The discovery of the Western Continent in 1492 was the most important event of modern times, and to Columbus and others who followed him the historical monuments already erected will endure as long as the earth itself. Traditions have credited Madoc, a prince of Wales, with a prior discovery, in the Twelfth century; and several historians have discussed the Norwegian claim to its discovery. Eric emigrated from Iceland to Greenland, where he formed a settlement in 986. In the year 1000, Lief, a son of Eric, with a crew of men, sailed to the southwest, discovered land, explored the coast southward, entered a bay where he remained during the winter, and called it Vinland. In 1007 Thorfinn sailed from Greenland to Vinland, and the account of his voyage is still extant. From the evidence of this voyage and others that followed, antiquarians have no hesitancy in pronouncing this Vinland as the head of Narragansett bay. This is the first tangible evidence of the coasting of the white man along the shores of Cape Cod.

The first discovery by a European of which history can be given, was by Bartholomew Gosnold, an intrepid mariner of the west of England, who, on the 26th of March, 1602, sailed from Falmouth, in Cornwall, in a small bark, with thirty-two men, for a coast called at that time North Virginia. On the 14th of May he made land on the eastern coast of Massachusetts, north of Cape Cod, and sailing south

on the 15th, soon found himself "embayed with a mighty headland," which appeared "like an island by reason of the large sound that lay between it and the main." This sound he called Shoal Hope, and near this cape, within a league of land, he came to anchor in fifteen fathoms, and his crew took a great quantity of cod fish, from which circumstance he named the land Cape Cod. The captain with four others went on shore here, where they were met in a friendly way by Indians. This, Bancroft confidently asserts, was the first spot in New England ever trod by Englishmen.

May 16, 1602, Gosnold and his crew coasted southerly until he came to a point where, in attempting to double, he found the water very shoal. To this point he gave the name of Point Care; it is now called Sandy point, and is the extreme southeastern part of Barnstable county. Breakers were seen off Point Gammon, the southern point of Yarmouth.

On the 19th of May Gosnold sailed along the coast westward, sighting the high lands of Barnstable and Yarmouth, and discovered and named Martha's Vineyard. From off this island he sailed about the 24th of May, and spent some three weeks in cruising about Buzzards bay. It has been believed that he and his men took up their abode on Cuttyhunk, traded and held friendly relations with Indians; but it must have been very brief, for on the 18th of June he sailed from Buzzards bay by the passage through which he entered, and arrived at Exmouth, England, July 23, 1602.

In 1603 De Monts prepared for a voyage, and in 1604 arrived on these western shores, exploring from the St. Lawrence river to Cape Cod and southward.

In 1607 a settlement was attempted at Kennebeck by the Plymouth Company, but the winter of 1607-8 being severe, and many discouragements interposing, the survivors returned to England in the following spring.

In 1614 Captain John Smith, the celebrated navigator, quitted the colony of South Virginia and sailed along the coast, exploring between Cape Cod and Kennebeck. He made a fine map* of the country, which, upon his return to England, he presented to King Charles, who was so well pleased with the resemblance to his own England that he at once named it "New England." At this time the new possessions were supposed to be an island. The same year Captain Smith returned to London, leaving a ship for Thomas Hunt to command and load with fish for Spain.

In 1619 Sir Fernando Gorges sent Mr. Thomas Dermer to New England. He found a pestilence had swept over the Indian popula-

*The celebrated Varazano map of 1513 is sufficiently noticed in the chapter on Provincetown where its author mentions other early navigators.—Ed.

tion, and some villages were utterly depopulated. At Monomoyick (Chatham) Dermer was recognized by an Indian who had been abducted by Hunt, only escaping after receiving fourteen wounds at the hands of the Indians, and after nearly all his boat's crew had been killed—the result of the perfidy of Hunt and others.

While Walter Raleigh and his people made at Jamestown the first permanent settlement in Virginia, and while the Dutch, following Hudson's discovery of 1609, gained a foothold at New Amsterdam, it seemed to be reserved to the religious exiles at Leyden to establish the first permanent settlement in New England and lay the foundations on which should be built the greatest nation of modern times. In 1608 they fled from England to Amsterdam, and thence to Leyden, whence they finally embarked for the Western world.

In 1617 they meditated what was afterward accomplished, but not until two years later were necessary preparations completed, and not until July, 1620, was the first company of these 120 resolute emigrants in waiting to embark, August sixth, in the two small ships—the *Mayflower* and *Speedwell*—at Southampton. The *Speedwell* proved unseaworthy and was abandoned, thus reducing the number to 101 on board the *Mayflower*, which, after many delays, left Plymouth, England, September 6, 1620. They intended to go to what was known as Virginia, at or near the Hudson river, of which, and the surrounding country, Henry Hudson had given a glowing description. After many boisterous storms, on November ninth they reached Cape Cod and as their record said, "The which being made, and certainly known to be it, we were not a little joyful." They bore south, but encountering the same shoals that had turned Gosnold, they returned northward and doubled the Cape where now is Provincetown.

On the 11th of November, 1620, after a voyage of sixty-six days, they found that neither their compass nor bible had failed them, and they anchored within the kindly shelter of New England's great right arm, where many storm-tossed mariners have since sought refuge. There, within the very palm of the hand, they recognized the hand of Providence and kept as pilgrim Christians their first Sabbath in the New World. The day they anchored, sixteen men, headed by Captain Miles Standish, all well armed, went on shore to procure wood and reconnoitre; and repairs upon their shallop were at once commenced, that other and more extensive explorations might be made. The store of fowl in the harbor was very great, and almost daily they saw whales. "The bay is so round and circling, that before we could come to anchor, we went round all the points of the compass." Their narrative continues: "We could not come near the shore by three-quarters of an English mile, because of shallow water, which was a great prejudice to us; for our people were forced to wade * * for it was many times freezing weather."

After solemnly thanking God, it was proposed that the forty-one males who were of age should subscribe a compact, which was to be the basis of their government. Had all the company been members of the Leyden congregation they could have relied on each other without imposing restraint; but there were many servants, and insubordination had manifested itself the day before the *Mayflower* anchored in the harbor.

Hon. Francis Baylies, in his history of New Plymouth, says that this compact adopted in the cabin of the *Mayflower* "established a most important principle, a principle which is the foundation of all the democratic institutions of America, and is the basis of the republic." At that dark day of despotism no pen dare write, or tongue assert, that the majority should govern; but these primitive, discarded Christians, relying upon their Maker for strength and guidance, discovered a truth in the science of government which had been dormant for ages; and the principles given and implied in the compact unanimously adopted by this little band of Christians—on a bleak shore, in the midst of desolation and wintry blasts—to-day, in all the complications and ramifications of our many branches of federal and state governments, are the happiest and leading characteristics. The following is an exact copy of the compact:

"In the name of God, amen. We whose names are underwritten, the loyal subjects of our dread sovereign lord, King James, by the grace of God, of Great Britain, France, and Ireland king, defender of the faith &c., having undertaken for the glory of God, and advancement of the christian faith, and honor of our king and country, a voyage to plant the first colony in the northern parts of Virginia, do, by these presents, solemnly and mutually, in the presence of God and of one another, covenant and combine ourselves together into a civil body politic, for our better ordering and preservation, and furtherance of the ends aforesaid; and by virtue hereof, do enact, constitute, and frame such just and equal laws, ordinances, acts, constitutions, and offices, from time to time, as shall be thought most meet and convenient for the general good of the colony, unto which we promise all due submission and obedience.

"In witness whereof, we have hereunder subscribed our names, at Cape Cod, the 11th day of November, in the year of the reign of our sovereign lord, King James, of England, France, and Ireland, the eighteenth, and of Scotland the fifty-fourth, anno Domini 1620."

This compact was signed in the following order. We adopt the idea of Mr. Prince, in his *New England Chronology*, Vol. I, p. 85, Ed. 1736, in giving the number of each family; also, in placing the * to each who brought his wife, and italicizing every one who died before the first of April, 1621:

1. Mr. John Carver,* 8; 2. Mr. William Bradford,* 2; 3. Mr. Edward Winslow,* 5; 4. Mr. William Brewster,* 6; 5. Mr. Isaac Allerton,* 6; 6. Capt. Miles Standish,* 2; 7. John Alden, 1; 8. Mr. Samuel Fuller, 2; 9. *Mr. Christopher Martin,* 4*; 10. *Mr. William Mullens,* 5*; 11. *Mr. William White,* 5*; 12. Mr. Richard Warren, 1; 13. John Howland; 14. Mr. Stephen Hopkins,* 8; 15. *Edward Tilley,* 4*; 16. John Tilley,* 3; 17. Francis Cooke, 2; 18. *Thomas Rogers, 2*; 19. *Thomas Tinker,* 3*; 20. *John Ridgdale, 2*; 21. *Edward Fuller,* 3*; 22. *John Turner, 3*; 23. Francis Eaton,* 3; 24. *James Chilton,* 3*; 25. *John Crackston, 2*; 26. John Billington,* 4; 27. *Moses Fletcher, 1*; 28. *John Goodman, 1*; 29. *Degory Priest, 1*; 30. *Thomas Williams, 1*; 31. Gilbert Winslow, 1; 32. *Edmund Margeson, 1*; 33. Peter Brown, 1; 34. *Richard Butteridge, 1*; 35. George Soule; 36. *Richard Clarke, 1*; 37. Richard Gardiner, 1; 38. *John Allerton, 1*; 39. *Thomas English, 1*; 40. Edward Dotey; 41. Edward Leister.

The same day John Carver was chosen governor for one year, and government was thus regularly established. The legislative and judicial power was in the whole body, and the governor became the executive.

On the 15th of November sixteen men, well armed, went on shore to explore while the shallop was being repaired; Captain Miles Standish was leader. They found Indians, who fled at their approach. They set sentinels and remained on the Cape over night—supposed from the description to be near Stout's creek. They traveled south from Dyer's swamp to the pond, in Truro. From the Great Hollow they went south to the hill which terminates in Hopkins's cliff, north side of Pamet river in Truro.

On the 27th of November, the shallop being ready, twenty-four men went forth to explore; Captain Jones, of the *Mayflower*, and a few seamen joined the party, making thirty-four in all. They landed at Old Tom's hill, went up the Pamet river, and after three days returned to the ship, carrying corn from the storehouses of the natives.

December sixth another company set sail to explore the Cape, for much anxiety was manifested as to where they should abide. They first landed at Billingsgate point; the next day a portion went by boat and others on shore southward through Eastham. They sailed along the north coast of Cape Cod until Saturday evening, December ninth, when they found a safe harbor under the lee of a small island, called Clark's island from the master's mate, who was the first to land, in Plymouth harbor. Sunday was duly observed with praise and thanksgiving, and on Monday the 11th the harbor was sounded, the land explored, and was deemed the best place for a habitation, and one which the season and their present necessities should make them glad to accept. That day they returned to the ship in Cape Cod harbor with the report of their explorations.

The question touching the place of settlement had been a vital one, and some even yet thought it best to explore northward from Plymouth before deciding; but upon the return of the second party from Plymouth it was decided to fix their abode there; December 15th the ship sailed for this haven, which, owing to head winds, was not entered till the 16th. Here a history of Barnstable county must necessarily sever connection with them, only so far as their visits and the settlement of a portion of them pertains to the Cape.

In the month of July, 1621, John Billington, a boy from the Plymouth colony, was lost, for whom the governor caused inquiry to be made among the Indians. He was found at Nauset (Eastham), where he had been carried and kindly sheltered by the natives, who found him wandering in the woods of Sandwich. A boat was dispatched to bring the boy, but was compelled to anchor over night at Cummaquid (Barnstable harbor). Here, Iyanough, the sachem of this part of the Cape, displayed a friendship that could well be denominated a reproof for the acts of Hunt and others who had so unceremoniously taken unbecoming liberties among the tribes of the Cape. He assisted in the recovery of the boy, and promised his friendly adhesion to the colony.

On the 13th of September, 1621, nine sachems subscribed an instrument of submission to King James, and among them several of the known Cape sachems; and for years before Barnstable county was settled constant intercourse was kept up with the Cape by the Plymouth colony. It became a necessity to often visit the Indian granaries in times of dearth. In this intercourse with the tribes of the Cape more or less jealousies and bickerings arose, in which, perhaps, the whites were as much at fault as their Indian neighbors. One instance: In March, 1623, Captain Standish entered Scusset harbor for corn, and conceived the idea that a native of Pamet intended to kill him, but he thwarted any plot, if one had been planned, by a faithful watch. About this time a plot against the colony was suspected, which was really an outgrowth of Captain Standish's former suspicion, and resulted in the slaughter by the English of four prominent sachems, the head of one of whom was borne to Plymouth and set up on a pole over the fort. The news of such unwonted massacre spread among the natives of the Cape, causing them to feel that no confidence could be placed in those they had befriended, and that any and every one was liable at any moment to become a victim of false accusation, to swell the list of those who had fallen by such a spirit of extermination. Several of the Cape tribes left their abodes, took to the woods and swamps, contracted diseases, and many of the most friendly sachems, including the venerable Iyanough, miserably died. As soon as the transaction mentioned in this paragraph was communi-

cated to Rev. Mr. Robinson, the leader and founder of the Plymouth church, at Leyden, he wrote to the governor at Plymouth, begging them "to consider the disposition of their captain, who was a man of warm temper;" also "he trusted the Lord had sent him among them for good, but feared he was wanting in that tenderness of the life of man, made after God's image, which was meet; and it would have been better if they had converted some before they had killed any."

The Cape was important to Plymouth, as touching ground for trading vessels and additional pilgrims. In December, 1626, a ship bound for Virginia was compelled to put in at the nearest point, and ran into Monomoyick (Chatham) bay; here the vessel was wrecked, and the beach was called thenceforward Old Ship. The Indians conveyed the intelligence of the disaster to Plymouth, in the meantime caring for the unfortunates, and the governor hastened to dispatch a boat with supplies, which were landed at the south side of the bay, at Namskaket creek, whence it was not much over two miles across the Cape to where the ship lay. The Indians carried the supplies across to the sufferers, and the goods from the broken-up vessel were subsequently transported to Namskaket and the crew conducted to Plymouth.

In 1627 the colonists established a trading house at Manomet (Bourne), on the south side of Monument river, to facilitate their intercourse with the Narragansett country, New Amsterdam, and the shores of Long Island sound. The trading post was not far from Monument Bridge—the Indian Manomet being corrupted to Monument. By transporting their goods up the creek from Scusset harbor and transferring them a short distance by land they reached the boatable waters the other side of the Cape. Governor Bradford says: "For our greater convenience of trade, to discharge our engagements, and to maintain ourselves, we have built a small pinnace, at Manomet, a place on the sea, twenty miles to the south, to which, by another creek on this side, we transport our goods by water within four or five miles, and then carry them over land to the vessel; thereby avoiding the compassing of Cape Cod, with those dangerous shoals, and make our voyage to the southward with far less time and hazard. For the safety of our vessel and goods we there also built a house and keep some servants, who plant corn, raise swine, and are always ready to go out with the bark—which takes good effect and turns to advantage." This proved, as the governor said, an advantage. The first communication between the Plymouth colony and the Dutch at Fort Amsterdam was through this channel. De Razier, the noted merchant, arrived at Manomet in September, 1627, with a ship load of sugar, linen and stuffs; and Governor Bradford sent a boat to Scusset harbor

to convey him to Plymouth. As this trading post was temporary, we do not date the settlement of Sandwich at this time.

Still, with additions to their numbers, the sickness and exposures, famine stared the Plymouth colony in the face often, and many instances of calm resignation are recorded in its early annals. One who came to the governor's house with his tales of suffering, "found his lordship's last batch in the oven." A good man who asked a neighbor to partake of a dish of clams, after dinner returned "thanks to God, who had given them to suck of the abundance of the seas and of the treasures hid in the sands."

Their first election of executive officers under their first charter was in 1630, at which time the total population of the colony did not exceed three hundred. There was no scramble for office, and in 1631 it was found necessary to enact that "if, now, or hereafter any person chosen to the office of governor refuse, he shall be fined twenty pounds; and that if a councillor, or magistrate, chosen refuse, he shall be fined ten pounds; and in case this be not paid on demand, it shall be levied out of said person's goods or chattels." We must except this *one* peculiarity from the many sterling principles implanted in our government customs, but not censure our Puritan ancestors for the departure taken by the present-day politicians in their unjust scramble for office.

Governor Bradford thus describes a great storm, in the annals of the colony:

August 15, 1635.—"A mighty storm of wind and rain as none living in these parts, either English or Indians, ever saw. It began in the morning a little before day, and came with great violence, causing the sea to swell above twenty feet right up, and made many inhabitants climb into the trees. It took off the roof of a house belonging to the plantation at Manomet, and put it in another place. Had the storm continued without shifting of the wind, it would have drowned some parts of the country. It blew down many thousands of trees, turning up the stronger by the roots, breaking the higher pines in the middle, and winding small oaks and walnuts of good size as withes. It began southeast, and parted towards the south and east, and veered sundry ways. The wrecks of it will remain a hundred years. The moon suffered a great eclipse the second night after it." The destruction on the Cape was even greater than on the main land.

Since the simple compact of 1620 no constitution or other instrument for the government of the colony had been made. The code of Moses seemed to be paramount to any code of England. The power of the church was superior. As trade expanded it was evident that civil authority, and not church censure, must extend its strong power

over the colony to check the often recurring confliotions of trade and growing selfishness of man's nature; therefore on the 15th of November, 1636, the court of associates first set forth the following declaration of rights—the first real one of the New World:

“We, the Associates of New Plymouth, coming hither as free-born subjects of the state of England, and endowed with all and singular the privileges belonging to such, being assembled, do ordain that no act, imposition, law, or ordinance, be made or imposed on us, at the present or to come, but shall be made or imposed by consent of the body of Associates, or their representatives, legally assembled,—which is according to the liberties of the state of England.”

Thus was established our present form of representation; and as all rights of parliament to legislate for them were renounced, they proceeded to provide for the emergency. It was enacted: “That on the first Tuesday in June, annually, an election shall be held for the choice of Governor, and assistants, to rule and govern the plantation.”

The franchise was confined to those admitted as freemen, to whom a stringent oath was prescribed. And they must be “Orthodox in the fundamentals of religion” and “possessed of a ratable estate of twenty pounds.” The votes were to be given by person or by proxy at Plymouth, and no person was to live, or inhabit, within the government of New Plymouth “without the leave and liking of the Governor and Assistants.” A constable was to be elected who had power to serve “according to that measure of wisdom, understanding, and discretion as God has given you,” and had power to arrest, without precept, “all suspicious persons.” Capital offenses were treason, murder, diabolical converse, arson and rape.

At this date (1636) the only towns settled were Plymouth, Duxbury and Scituate. The Cape was still the home of the same Indian tribes who had been ruled, ostensibly, by the colony, and had maintained a very friendly trade and seeming allegiance. But the year 1637 was to see the first settlement by the whites upon the Cape.

April 3, 1637, a settlement was commenced at Sandwich, although the plantation was not recognized as a town until two years later. These persons were chiefly from Lynn (Saugus), with a few from Duxbury and Plymouth. The permit, or grant, must be given by the general court, and the record was made that they “shall have liberty to view a place to sit down, and have sufficient lands for three-score families, upon the conditions propounded to them by the Governor and Mr. Winslow.” These freemen had undergone the most rigid oaths and examinations to obtain this permission, and very early Mr. John Alden and Captain Miles Standish were sent to “set forth the bounds of the lands granted there.” They were to see that the qualifications of “housekeeping” were strictly conformed to; and singu-

larly enough it was found that Joseph Winsor and Anthony Besse, at Sandwich, were disorderly keeping house—*alone*—and were presented to the court. While the growing settlements of the Cape were under Plymouth government we find no flagrant transgressions of their stringent laws—the whole code—from that forbidding, by heavy punishment, “the inveigling of men’s daughter, etc.,” down to that of “allowing no swine to go at large without ringing them.”

As early as August, 1638, liberty was given Mr. Stephen Hopkins to erect a house at Mattacheese and cut hay there to winter his cattle—provided it do not withdraw him from Plymouth. Again permission granted, September third, to Gabriel Weldon and Gregory Armstrong to go and dwell at Yarmouth; and then it is said, “the people of Lynn having established a settlement at Sandwich, an attempt was made from the same quarter to establish another at Yarmouth.” First in the work was Rev. Stephen Batchelor, aged 76 years, who traveled the distance from Lynn to the east part of Barnstable on foot. The records show that this attempt failed from the difficulties that attended it, and the next year other parties had the honor of first erecting their cabins in the wilderness of the present Barnstable and Yarmouth.

The Indian Mattacheese extended quite a distance within the present limits of Barnstable, and among the many settlers of the summer of 1639 the territory of Barnstable, Yarmouth and Dennis became settled. The northeastern part was called Hockanom, yet another part of the ancient settlement was called Sesuet—since East Dennis. The names of these grantees of Mattacheese are found in the chapters of Barnstable and Yarmouth.

In this year, 1639, so many had migrated to the towns of Barnstable, Yarmouth and Sandwich, that they were invested with the rights of towns and were each entitled to two delegates to an assembly for legislation. In October of the same year the authorities at Plymouth ordered a pound to be erected at Yarmouth, and established there a pair of stocks. The stocks of that day, in which the petty offenders were compelled to sit, were one of the mediums through which the Plymouth court would impress a notion of its dignity upon any who disregarded its authority.

In 1641 the active ministers of Barnstable, Sandwich and Yarmouth were John Laythorpe [Lothrop], John Mayo, William Leverich, John Miller and Marmaduke Matthews. These each bore the title of Mister, that insignia of Puritan importance which at that time was only applied to the learned and the wealthy.

The first assessment for the expenses of the general court was levied in June, 1641, upon the eight towns then constituting the colony. To produce £25, Plymouth was assessed £5, Duxbury £3, 10,

Scituate £4, Sandwich £3, Yarmouth, Barnstable and Taunton each £2, 10, and Marshfield £2.

In 1644 the project of removing the Plymouth government to Nauset on the Cape was again agitated, and Governor Bradford and others were sent to locate a site. They purchased lands of the sachems of Nauset and Monomoyick, and permission was given to the Plymouth church for a new location. A part of the church only removed, and in April the new settlement was commenced at Nauset. Secretary Morton said of it, "divers of the considerablest of the church and town removed." The prominent men who removed are noticed in the history of Eastham.

In 1646 the Cape furnished two of the governor's assistants—Mr. Thomas Prince of Nauset and Edmund Freeman of Sandwich—and the towns were ordered by the general court to have a clerk to keep a register of births, marriages and burials.

In 1647 progress was made in extending the Nauset and other settlements, both on the territory between Eastham and Dennis, and toward Provincetown. Prior to the settlement at Nauset, three years before, all of the territory below Dennis was occupied by Indians; but during the year 1653 Brewster was settled. It would also seem that the Cape had at least one mill at Sandwich, and that the miller was presented, in 1648, for not having a toll-dish sealed "according to order."

In 1651 quite a number of the best citizens of Sandwich, "for not frequenting the public worship of God," were presented, and in 1652 Ralph Allen, sr., and Richard Kerby of Sandwich were presented "for speaking deridingly against God's word and ordinances." It would seem by the fining of the citizens that already the Cape people had commenced a move in the right direction, and would be worshipping God properly by not heeding such rules and tenets as had been made by the rulers.

The most convenient road from Sandwich to Plymouth was laid out in 1652, by order of the court to Mr. Prince and Captain Standish to empanel a jury. This was done, and the highway began "at Sandwich, leaving Goodman Black's house on the right hand, running across the swamp, over the river, and so on, in a nor-north-west line falling upon Eel River." April 1, 1653, delegates were sent from Barnstable, Eastham, Yarmouth and Sandwich to meet the court "to conclude on military affairs." Sandwich furnished six men, Yarmouth six, Barnstable six and Eastham three, for military purposes. In 1653 the first coined money of the New World was put into circulation, and the historical pine-tree shilling was the veritable money mentioned; it was coined by Massachusetts and was in circulation on the Cape.

These four towns, frequently mentioned, and being then the only Cape towns incorporated, remained under the Plymouth government until 1685, when that colony was divided into three counties—Plymouth, Bristol and Barnstable. The growth in settlement was rapid, as the Cape possessed its own local and peculiar advantages. Thus the white man's presence, the white man's enterprise and the social life which they implied gradually but surely took their permanent place on the Cape, and the elimination of the red man as a factor in human affairs here was rapidly accomplished.

CHAPTER IV.

CHARTERS, GRANTS AND INDIAN DEEDS.

Spanish Claims.—Cabot's Discoveries.—Plymouth Company.—Council of Plymouth.—
The Pilgrims.—Patent of 1629-30.—Settlement of the Cape Towns, and Purchases
from the Indians.—Charter of 1691.

BY virtue of the discovery by Columbus, followed by a grant from the pope and a general treaty with Portugal, Spain made a claim to the whole continent of America, excepting Brazil, which was granted to Portugal in the treaty. This assumption excited the cupidity and curiosity of other European powers, and expeditions of discovery were at once fitted out by France and England. John Cabot, in 1496, set sail from Bristol, England, with full authority to take possession, in the name of the king, of all lands and islands he might discover. He sailed to the present coast of New England, and under the doctrine that newly discovered countries belong to the discoverers, England put forward a claim to extensive regions of North America, a portion of which they subsequently settled; but the colonization necessary to complete the title by discovery was delayed, and eight years elapsed before the English made attempts to settle these lands to which they had such a questionable right.

The first charter of Virginia, in 1606, contemplated the planting of two colonies. The persons mentioned in the charter of the second or northern colony were: Thomas Hanham, Raleigh Gilbert, William Parker and George Popham, while others not mentioned were active in the company. In 1607 futile attempts were made by this Plymouth Company—the name given to the one for the settlement of northern Virginia—to plant a colony at the mouth of the Kennebec river.

The French also put forward a claim to certain portions of the New England territory, and under a patent which France had granted to De Monts, they made a settlement at Port Royal; but Argall, for the English, burned it in 1613. Among these attempts to settle, under the patents of royalty, it was seemingly destined that a feeble band of persecuted religionists, providentially thrown upon its shores, should make the first permanent settlement within the limits of the new province.

The Virginia company having renewed their charter, in 1619—the first having been forfeited by the attainder of Sir Walter Raleigh—a company was formed at London which applied for a similar grant of the northern part of the so-called Virginia. This company, well known in law and in history as the Council of Plymouth, was composed of forty men, who had combined and engaged to invest money in this new enterprise. After nearly two years' solicitation this company succeeded, November 3, 1620, in obtaining a charter from King James I., which put that part of North America between the 40th and 48th degrees of north latitude, except "all places actually possessed by any other Christian prince or people," into their absolute control.

This company was composed of the Duke of Lenox, Marquis of Buckingham, Marquis of Hamilton, Earl of Arundel, Earl of Warwick, Sir Fernando Gorges and thirty-four merchants, incorporated as "The Council established at Plymouth, in the county of Devon, for the planting, ruling, ordering, and governing of New England, in America." This company, although formed prior to the departure of the *Mayflower*, did not receive from the crown the promised charter until about one week before that vessel had dropped anchor in Cape Cod harbor. The occupants of the *Mayflower*, finding themselves out of the jurisdiction of the Virginia company, under whose permission they had expected to form their settlement, they entered into the agreement in the cabin, as described in the previous chapter. The *Mayflower* returned to England in the spring of 1621, and the Council of Plymouth then learned that the pilgrims had formed a settlement upon territory included within their charter. The council were quite ready to take them under their protection, and the colonists were desirous of receiving it, if a grant of territory could be procured. When the *Mayflower* sailed from the Old World, many who came obtained aid from Thomas Weston and others, called Merchant Adventurers. This aid was to each man, or boy of sixteen, £10 for transportation and outfit, which sum entitled the Adventurers to one-half interest or share in all the lands, profits and labors of the person so aided for the term of seven years.

The first patent for the pilgrims, as promised by the Council of Plymouth, of which any record is given, bears date June 1, 1621. This was obtained by John Pierce and his associates ostensibly for the infant colony, but was never delivered. Its conditions were onerous; but in consideration that the pilgrims were hopefully settled, the same individual sought another patent, in 1623, which would insure a greater degree of success to his own selfishness. After two several attempts to cross the Atlantic with the second charter in his possession, upon his return to England he was persuaded to relinquish it to the council.

The pilgrims of 1620 received no patent for their lands until 1629–30. The accrued indebtedness to the Merchant Adventurers at the expiration of the seven years was £1,800, which was assumed in 1627, and bonds for payment given extending over a period of nine years. The eight of the colonists who assumed the indebtedness were Governor Bradford, Edward Winslow, Thomas Prince, Miles Standish, William Brewster, John Alden, John Howland and Isaac Allerton, and to these persons a patent was issued by the Council of Plymouth January 13, 1629–30, after three voyages by Mr. Allerton to England for its procurement.

“The Council of New England, in consideration that Wm. Bradford and his associates have for these nine years lived in New England, and there have planted a town called New Plymouth, at their own charges,—and now seeing that, by the special providence of God and their extraordinary care and industry, they have increased their plantation to near three hundred people * * *, do therefore seal a patent to the said Wm. Bradford, his heirs, associates, and assigns of all that part of New England on the east side of a line drawn north-erly from the mouth of the Narraganset river and southerly of a line drawn westerly from the Cohasset rivulet to meet the other line at the uttermost limits of country called Pocanoket.” A tract on the Kennebec was also included. This grant comprised the entire Cape with all prerogatives, rights, royalties, jurisdictions and immunities; also marine franchises that the council had, or ought to have, with privileges of incorporation by laws and constitutions not contrary to those of England.

This, the first charter received giving the pilgrims any definite territory, was granted to Mr. Bradford and his associates who had bound themselves to pay the indebtedness of the colony. This patent was missing for many years, and is said to have been found in 1741 among Governor Bradford's papers.

In 1640 the general court desired that William Bradford should make to them a surrender of the charter, which he willingly did. In *Bradford's History of Plymouth Plantation*, page 372, these quaint words of the instrument may be found:

“Whereas William Bradford, and diverce others ye first instruments of God in the begining of this great work of plantation, togeather with such as ye all adoring hand of God in his providence soone added unto them, have been at very great charges to procure ye lands, priviledges, & freedoms from all intanglements of grants, purchases, and payments of debts, &c., by reason whereof ye title to ye day of these presents remaineth in ye said William Bradford, his heires, associats, and assignes: now, for ye better settling of ye estate of the said lands (contained in ye grant or pattente,) the said William

Bradford, and those first instruments termed & called in sundry orders upon public recorde, ye Purchasers, or Old comers; witnes 2, in spetiall, the one bearing date ye 3. of March, 1639, the other in Des: the 1, Ano 1640, whereunto the presents have spetiall relation and agreemente, and wherby they are distinguished from other ye freemen & inhabitants of ye said corporation. Be it knowne unto all men, therefore, by these presents, that the said William Bradford, for him selfe, his heires, together with ye said purchasers, doe only reserve unto them selves, their heires, and assigns, those 3 tractes of land mentioned in ye said resolution, order, and agreemente, bearing date ye first of Des: 1640. viz. first, from ye bounds of Yarmouth 3 miles to ye eastward of Naem-schatet, and from sea to sea, cross the neck of land."

Two other tracts of land were also reserved, and the closing words of the long document are: "In witness wherof, the said William Bradford hath in publick courte surrendered the said letters patents actually into ye hands & power of ye said courte, binding him selfe, his heires, executors, administrators, and assigns to deliver up whatsoever spetialties are in his hands that doe or may concerne the same."

It was conceded that the Indians had a natural right or title in the lands, which must be obtained by the settlers after the court had granted them permission to establish a plantation. A verbal grant from the Indians was at first considered sufficient, but subsequently the title from the natives was passed by instruments, which were legal in their form, whether they were understood by the natives or not. Doctor Holmes in his annals quotes the words of Governor Winslow, "that the English did not possess one foot of land in the colony but was fairly obtained by honest purchase from the Indian proprietors."

The first permission to settle on the Cape was given by the Plymouth colony on the 3d of April, 1637, under which so-called grant the first settlement at Sandwich was begun, and a committee was appointed to procure of the Indians a title to the lands. Grants were given in 1639 for the settlement of Mattacheese—now Barnstable, Yarmouth and Dennis. In settling these plantations a suitable location was first purchased of the Indians; and subsequently, as occasion required, deeds of adjoining territory were obtained. Reservations were made for the Indians, provided that if they sell it be to the inhabitants of the plantation; and, although all purchases were carefully made by a committee appointed by court, misunderstandings arose between the whites and Indians. In 1641, after purchasing of Nepaiton lands in Barnstable, other agreements were made to build for him, "in addition to what said Nepaiton hath already had one dwell-

ling house with a chamber floored with boards, with a chimney and an oven therein."

A deed or receipt, probably written by Anthony Thacher, for lands in Yarmouth, will acquaint the reader with the form used when other claimants might appear: "Witneseth these presents, that I, Masshantampaigne, Sagamore, doth acknowledge that I have received and had of Anthony Thacher, John Crow, and Thomas Howes, all and every particular thing and things that I was to have for all and every part and parcel of lands: * * * which said lands I sold to Mr. William Bradford. I say I acknowledge myself fully satisfied and paid * * and I do forever acquit the said Thatcher, Crow, and Howes. In witness whereof, etc., May 8, 1657." To this the sachem named made his mark in presence of witnesses, who also signed the deed as such; and one or more of these witnesses certified in 1674, before an officer, that the sachem "set his hand to it" and "he heard him own it." In similar form and import were deeds or receipts given by Iyanough and sachems of the South sea Indians. In 1640 a grant for the settlement of Nauset, and subsequently one for Monomoyick, were obtained from the Plymouth court. Deeds were obtained from the sachems Quason, Mattaquason and George, and the towns of Eastham, Orleans, Wellfleet and Chatham were subsequently organized. Falmouth and Harwich still later were purchased in the same manner. In 1660 a tract of 10,500 acres was granted for the exclusive use of the Massipees, and the following year a large tract was granted to Richard Bourne at the west of the Massipee lands. The court gave grants for many smaller portions of land during the growth of the towns on the Cape, and in 1655, by order of the court, every town was required to purchase a book in which all titles of land should be recorded. These were called "proprietors' records," and were very essential prior to the formation of the county and establishment of an office for the registry of deeds.

The usurpations of power by Andros in 1686, his declaration that "Indian deeds were no better than the scratch of a bear's paw," and his summons for the surrender of charters, occasioned alarm to the colonists of the Cape, as well as the main land. In 1690 the Rev. Ichabod Wiswall and others from this colony went to England to obtain a restoration of the old or solicit a new charter. The restoration of the old was refused and a new one promised. The towns of Barnstable county paid their proportion of the expenses to obtain a new charter.

The charter of October 7, 1691, granted by William and Mary, united the colonies of the Massachusetts Bay, the province of Maine, Acadia, and New Plymouth, including the Cape, into one province, called the Province of the Massachusetts Bay in New England. Four

of the twenty-eight councillors elected were to be from the former New Plymouth, which gave to the Cape its representation, and in 1692 the new privileges were enjoyed after the arrival of Sir William Phipps, the new governor, with the charter.

The only privilege reserved to the consolidated colonies by the new charter was the right of choosing representatives by the people, the crown reserving the right of appointing the governor, lieutenant governor and secretary. From the first settlement of the Cape until 1692 this part of the colony of Plymouth bore its full share of privileges under the charters enumerated; and then, when included in the Massachusetts charter, this county was ably represented in public affairs and responsibilities. The governors were appointed by the crown, during the existence of the last charter, until October 25, 1780, when the federal constitution became the supreme law, vesting all powers in the people and annulling all charters.

CHAPTER V.

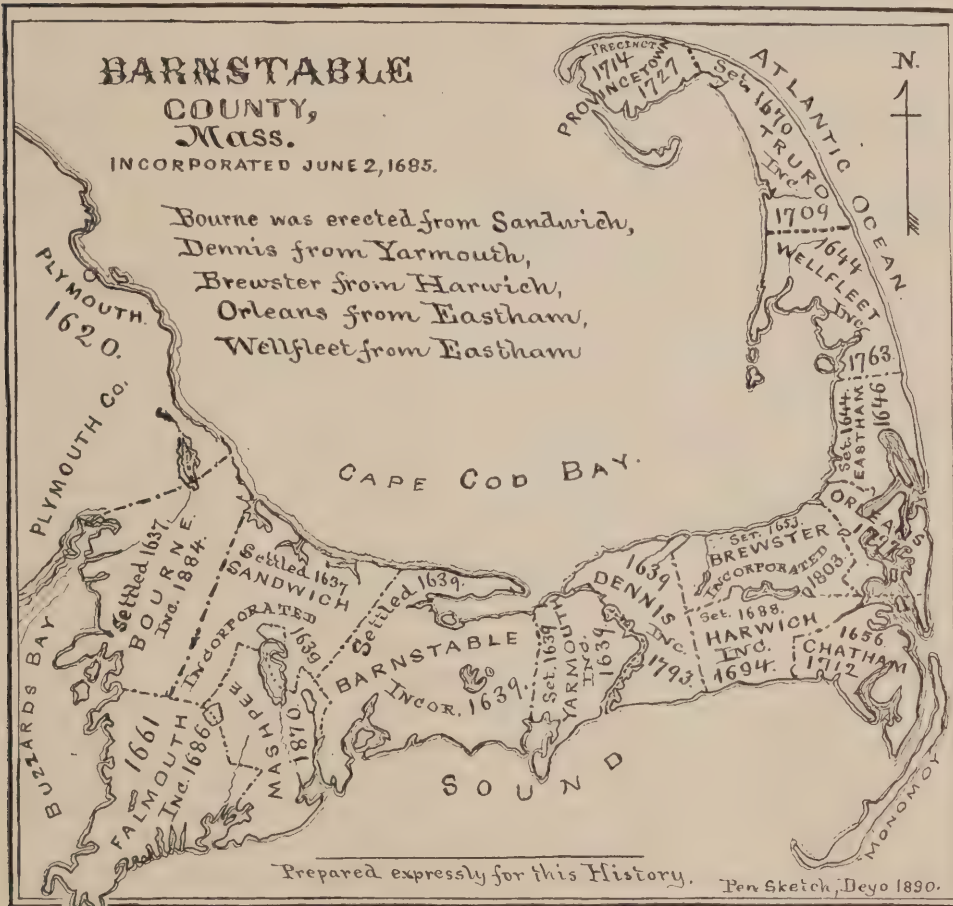
CIVIL HISTORY AND INSTITUTIONS.

Basis of Civil Government.—Erection of the County.—Political History.—Councillors — Senators.— Representatives.— Sheriffs.— Registers.—County Institutions.—Federal Institutions.—Custom House.—Lighthouses.—Life Saving Service.

THE desire for religious freedom possessed by our ancestors, notwithstanding their peculiar inconsistencies as they seem to us of the present day, established on a broad and comprehensive basis the idea of civil liberty. Colonies were settled by churches, and as such the religious body instituted the law and government. No one could be a freeman and co-operate in the affairs of the church or the body politic unless he was a church member; and under this rule the church gave or refused him the right to settle. The tyranny of the hierarchy drove the Puritans to this shore; this spirit, continued by the Puritans, forced malcontents to found new plantations where they could establish civil and religious liberty for themselves, and this has thrown open to the land the gates of liberty, never to be again closed. In 1636, when the trade of the original colony had considerably increased and other plantations were about to be established, the court of associates set forth the first declaration of rights, which ordained that no act, imposition, law or ordinance should be imposed on the colonists, at that or any future time, without the consent of the body of associates or their representatives, legally assembled. Enactments were made the same year regarding the election at Plymouth of a governor and assistants by the freemen in person, or by proxy, and the trial of important suits or offenses by jury. Religion was intended to be the basis of both civil and ecclesiastical government; but here in the remote wilderness these pilgrims first conceived and exemplified the principle that the will of the majority shall govern—the foundation of American liberty. In planting a church they founded an empire.

The first and each succeeding plantation established upon territory embraced in Barnstable county was composed of people imbued with these principles, from which have arisen the present town governments.

In 1643 the towns then existing on the Cape as part of the Plymouth colony were joined with others in the confederation of the United Colonies of New England, which, with some slight changes, was continued until 1685, when the charters of the several colonies of the province were, in effect, vacated by a commission of King James II. The spirit of confederation had taught the colonies to act together when common dangers had menaced, and here was the germ



of the present national system, reserving to the towns their own local government.

In the division of Plymouth colony into three counties—Plymouth, Bristol and Barnstable—in 1685, the county of Barnstable was incorporated June second. The history of this county in its relation to the European race may be dated from its first exploration; but its civil history must be regarded as beginning with its incorporation in 1685. Sandwich, Barnstable, Yarmouth and Eastham had been previously

incorporated as towns; Falmouth, Harwich, Truro and Monomoy, soon after made towns, were plantations assuming rights of self government; and since the formation of the county, Mashpee has been incorporated, Wellfleet and Orleans set off from Eastham, Brewster from Harwich, Dennis from Yarmouth, and Bourne from Sandwich. Sippecan, or Rochester, was temporarily annexed to this county, but was transferred to Plymouth county.

Barnstable was designated as the shire town, where a court house was at once erected adjoining the old training ground on the south side of the county road, and nearly opposite the site of the present Baptist church in Barnstable village. The second court house was erected in 1774, and after the completion of the present court house it was purchased by the Baptist society, turned to face westward, and remodeled to its present form, and since has been the Baptist church of the village. The officers for the new county were appointed at its incorporation, and the body corporate assumed its distinctive civil jurisdiction over the same territory now comprising its more numerous towns.

In 1691 the rights of general suffrage and more liberal local legislation in the towns were guaranteed by the accession to the English throne of William and Mary, who united the colonies and formed the province of Massachusetts Bay. The powers of the towns were increased, and the New England town system became a model for municipal imitation, inaugurating a method of control over local affairs that should regulate, like the governor of the engine, the entire machinery of the government. The county, as a confederation of towns with sovereign powers, is a concentration of these corporate bodies, combining increased strength that shall comparatively more advance the social and civil affairs of the body politic.

An attempt was made in 1734, by petitions in behalf of the lower towns, to have the county divided and those towns set off as a distinct county; but failing in this, the towns petitioned for the abolishment of some of the courts annually held at the court house. In the civil history of the county no bitter party strife has interrupted the harmonious execution of its duly constituted powers, and especially may this assertion be applied to its history since 1774. At that date the term whig was given to those who were in favor of resisting the taxations and aggressions of Great Britain; and to those who were willing to acquiesce in the demands the name tory was applied. Among other exactions Great Britain assumed the right to appoint the council, and also gave the sheriff the right to appoint the jurors—rights belonging to and that had long been enjoyed by the body politic. This aroused the indignation of many of the whigs of the upper part of the county, who determined to prevent the September sitting of the

court of common pleas, and to this end hastened to Barnstable. The concourse of people that had gathered on the way, and had been increased by additions at the county seat, took possession of the grounds in front of the court house to await the arrival of the judges to open the court. When the judges appeared they were warned not to open the session, not to assemble as a court nor do any business as such. The people were assured by the judges that the jurors had been drawn from the boxes and the court was legal; but the people persisted in their determined opposition and the session was not held. Later, the military and civil officers of the county who held appointments under the king were requested to resign, with which request they willingly complied. This spirit was abandoned soon after the declaration of peace between the countries, as also were the names with which the parties had stigmatized each other. The revolt of the colonies and their confederation enlarged the powers and increased the strength of the existing corporate bodies, in the enjoyment of which Barnstable county is no exception.

Soon after those stirring times a county building was erected on the high ground just east of the Sturgis library building in Barnstable, which contained rooms for the register of deeds and other county officers, as the second court house was used for courts only. The burning of this edifice during the night of October 22-3, 1827, was the most serious calamity that has befallen the county. On the fly-leaf or cover of volume 1 of the present records the following account is written: "The first record of a deed in the county was made October 5, 1686, by Joseph Lothrop, Register. Previous to that the records of deeds were made at Plymouth in the old Colony Records. Since then 94 volumes had been filled. On the night of October 22, 1827, the brick building erected some years before by the county, and which was occupied by the clerk of the Judicial and Probate Courts, and the Register of deeds for the county, was burned. One volume, No. 61, of the record was saved; ninety-three were burned with a large number of deeds in the office." Besides the contents of the register's office, volumes 29, 44 and 46 of the probate records, and other valuable records and papers were destroyed. To remedy this loss, and take measures for the erection of new buildings, an extra term of the court of sessions was held January 16, 1828, which was followed, March 10, by an act of the general court, making it "the duty of the selectmen of each town to cause to be fairly recorded all deeds for conveyance of any real estate or any interest therein, lying in their respective towns, which shall be brought to them for the purpose, and which shall bear date not more than forty years back and have been recorded in the registry of deeds of the county before the 23d of October last; the said books of record then to be deposited in

the office of the registry of deeds for the county, and to be as effectual in law as the first records destroyed by the fire." As the result of the act several volumes of records were accumulated, which, with the rapidly increasing volumes of the usual registry, fill the available space of the register's office.

In 1828 arrangements for the erection of the present court house were perfected by the county, and in its erection the people have taken the precaution to have each of its offices fire proof. It is a neat and substantial stone building, with ample accommodations for all courts and other business of the county. The first payment on the contract for its erection was ordered by the county commissioners in September, 1831, and the last in July, 1834. The historic bell, sold to the county for the court house by the church in Sandwich, in 1763, is preserved with care, and may be seen hanging from an arch in the office of the clerk of the court.

The exact date of the erection of the first jail can not be determined. The loss of the records of the county has, without doubt, extinguished all recorded evidence, and the date cannot be determined by tradition. In 1686 we find a court was called by proper authority to consider the erection of a jail or place of confinement in each of the new counties. Whenever erected it was a primitive concern, and stood upon what is known as Jail street, near the premises of Gustavus A. Hinckley, Barnstable; and about 1820 the second was erected near the first, and was a substantial stone structure, used as a jail until 1878, when the material was utilized in the foundation of the enlargement of the present court house. The present jail, in rear of the court house, was erected in 1878, and the prisoners were transferred to it on the 16th of May, 1879.

COUNCILLORS.—This office was created by the charter of William and Mary in 1691, and the following year, under Governor Phipps, these officers were first elected. Of the governor's council four of the number were elected from that portion of the province formerly known as Plymouth colony, and of these two were chosen from this county, and one other had formerly resided here. From the adoption of the state constitution until 1840 the governor's council each year consisted of nine persons, chosen by the legislature from those elected as senators and councillors. By the Thirteenth amendment, promulgated in April, 1840, the nine councillors were for fifteen years chosen by the legislature from among the people at large, but the Sixteenth amendment, promulgated in May, 1855, inaugurated the present system, whereby the state is divided into eight districts, each of which annually elects one of the councillors. Prior to 1855 Elijah Swift of Falmouth, Seth Crowell of Dennis, Solomon Davis of Truro, and John Kenrick of Orleans had been councillors, each two years. Barnstable



Isaac V. Keith

county has, since 1855, formed a part of the First district. The following named residents of this county have been members of the executive council since the state was divided into councillor districts: Charles F. Swift of Yarmouth, in 1860; Marshall S. Underwood of Dennis, in 1869-1871; Joseph K. Baker of Dennis, in 1875-1878.

The present councillor from this district is Isaac N. Keith* of Bourne, who was elected in 1888 and re-elected in 1889. He is a lineal descendant of Rev. James Keith, who came to America about 1660, and was settled in the ministry at Bridgewater, where he labored fifty-six years, and where he died in 1719, aged seventy-six. From him are descended all who bear his family name in this country. The family, which is a very ancient one, came originally from Scotland. The following historical sketch is from the "Peerage of Scotland," published at Edinburgh in 1834. "This ancient family derived its origin from one Robert, a chieftain among the Catti, from which came the surname Keith. At the battle of Panbridge, in 1006, he slew with his own hands Camus, general of the Danes; and King Malcom, perceiving this achievement, dipped his fingers in Camus' blood and drew red strokes or pales on the top of Robert's shield, which have ever since been the armorial bearings of his descendants. In 1010 he was made hereditary Marischal of Scotland, and was rewarded with a barony in East Lothian, which was called Keith-Marischal after his own name." It should be said that Rev. James Keith was educated at Marischal College, Aberdeen, an institution founded by one of the family, George, fifth Earl.

The father of Mr. Keith was Isaac, who was born at Tamworth Iron Works, N. H., July 13, 1807, and removed to Bridgewater, the home of his ancestors, in 1814. He came to Sandwich in 1828, and settled in West Sandwich, now Sagamore, in the town of Bourne, commencing business there with one Mr. Ryder, under the firm name of Ryder & Keith, carriage manufacturers. Mr. Ryder retiring from the firm in 1830, from that time until his death Mr. Keith conducted the business under his own name, laying the foundation of the present Keith Manufacturing Company. Mr. Keith was a prominent and estimable citizen, always interested in the welfare of the town of his adoption. He was married in 1829 to Delia B. Swift of Sandwich. He died April 8, 1870, leaving two daughters and two sons. The youngest is Isaac N., the subject of this sketch, who was born November 14, 1838.

He was educated in the public schools of Sandwich. In 1858 he learned the business of telegraphy, which he followed for two years; was then chosen superintendent of the Cape Cod and Cape Ann districts of the American Telegraph Company. September 7, 1865, he

* This sketch of Mr. Keith is by his friend and neighbor, Charles Dillingham. The Councillor's home at Sagamore is the subject of an illustration in the history of that village.

was married to Miss Eliza Frances Smith, daughter of Eben S. Smith, Esq., of Provincetown. In October, 1867, he resigned his position with the telegraph company and commenced with his father the business of railway car manufacturing, of which he is now the sole owner and general manager. In these days of labor troubles, his relations with his employees have always been of the most pleasant character. His sound judgment, business capacity and strict integrity have secured to him a large property as well as the high esteem and confidence of his fellow townsmen and business acquaintances. As an evidence of this it may not be out of place to mention that whenever he has been presented to the electors of his native town he has invariably run ahead of his ticket. Mr. Keith was twice elected to the Massachusetts house of representatives, 1874 and 1875; twice senator from the Cape Senatorial District, 1886 and 1887; and in 1888 and again in 1889 was elected one of the executive council from the First Councillor district, which office he now holds.

If it ever be allowable to write of the living, what perhaps more appropriately belongs to the province of the historian, it can truthfully be said of Mr. Keith, that the ancient motto of the family, "*Veritas Vincit*," has never suffered violence at his hands.

SENATORS.—The constitution of 1780, providing that the senate should consist of forty members, made Barnstable county a district entitled to elect annually one senator. By frequent re-elections sixteen men only were elected within the first sixty years. Their names and the term of service, with year of first election, were: 1780, Solomon Freeman, Harwich, 19 years; 1788, Thomas Smith, Sandwich, 1; 1798, David Thacher, Yarmouth, 1; 1801, John Dillingham, Harwich, 5; 1804, Richard Sears, Chatham, 1; 1806, James Freeman, Sandwich, 2; 1808, Joseph Dimmick, Falmouth, 3; 1811, Timothy Phinney, Barnstable, 1; 1813, Wendell Davis, Sandwich, 2; 1815, Solomon Freeman, Brewster, 6; 1821, Elijah Cobb, Brewster, 2; 1823, Braddock Dimmick, Falmouth, 3; 1826, Nymphas Marston, Barnstable, 2; 1828, Elisha Pope, Sandwich, 4; 1831, John Doane, Orleans, 3; 1834, Charles Marston, Barnstable, 6.

By the terms of the Thirteenth amendment to the constitution, promulgated April, 1840, the county was for seventeen years entitled to two seats in the state senate. They were occupied by the following named persons, the number of years noted after each: 1841, Seth Crowell, Dennis, 2 years; 1841, Charles Marston, Barnstable, 1; 1842, Solomon Davis, Truro, 4; 1843, John B. Dillingham, Sandwich, 2; 1846, Zeno Scudder, Barnstable, 3; 1846, Barnabas Freeman, Eastham, 2; 1848, George Copeland, Brewster, 2; 1849, John Jenkins, Falmouth, 2; 1850, Stephen Hilliard, Provincetown, 2; 1851, Zenas D. Bassett, Barnstable, 2; 1852, Cyrus Weeks, Harwich, 2; 1853, James B. Crocker,



David Fisk

Barnstable, 2; 1854, Robert Y. Paine, Wellfleet, 1; 1855, Sylvester Baxter, Yarmouth, 2; 1855, Lewis L. Sellew, Provincetown, 1; 1856, Alfred Kenrick, Orleans, 1; 1857, John W. Atwood, Chatham, 2.

By the Twenty-second amendment of May, 1857, the state was re-districted, and Falmouth, Sandwich and Barnstable were joined with Dukes and Nantucket counties to compose the Island district, while the Cape district comprised Yarmouth and the nine towns below. This apportionment existed until 1877, during which time the Cape district was represented in 1858, 1859 by Charles F. Swift, Yarmouth; 1860, 1861 by Marshal S. Underwood, Dennis; 1862, 1863, R. H. Libby, Wellfleet; 1864, 1865, Freeman Cobb, Provincetown; 1866, Reuben Nickerson, Eastham; 1867, 1868, Chester Snow, Harwich; 1869-1871, Nathaniel E. Atwood, Provincetown; 1872, 1873, Joseph K. Baker, Dennis; 1874, 1875, Thomas N. Stone, Wellfleet; 1876, Jonathan Higgins, Orleans.

The Island district was represented within this twenty years by Barnstable county men as follows: 1861, 1862, Charles Dillingham, Sandwich; 1863, 1864, Nathan Crocker, Barnstable; 1867, 1868, Erasmus Gould, Falmouth; 1869, 1870, George A. King, Barnstable; 1873, 1874, Francis A. Nye, Falmouth; 1875, 1876, Ezra C. Howard, Sandwich.

Since 1877 and until the present the three counties—Barnstable, Dukes and Nantucket—have composed the Cape district, which was represented in 1877-1879 by John B. D. Cogswell of Yarmouth; 1880, 1881, by Samuel Snow, Barnstable; 1882, 1883, Joseph P. Johnson, Provincetown; 1884-1886, Howes Norris, Cottage City; 1887, 1888, Isaac N. Keith, Bourne.

David Fisk of Dennis was elected in 1888 for the session of 1889, and by re-election is the present senator. He is one of four brothers of that family name residing in South Dennis, who are intimately blended with the civil history of their native town, as well as the county. Of his ancestors little is known beyond his grandfather, Nathan Fisk, who settled during the last century in Dennis. His son Nathan, born in 1801, married Polly, daughter of Eliphalet Baker, one of the descendants of the large family of that name scattered over the Cape. Their children were eight in number, four of whom survive: Uriah B., Luther, David and Henry H. Fisk.

David Fisk was born May 6, 1838, at West Dennis, where his boyhood was passed in acquiring such an education as was obtainable in the public and private schools, until the age of fifteen, when he went to sea, before the mast. Several years were passed in ascending the scale, and at the age of twenty-two he acted as master. In this capacity he continued for a period of fifteen years, coasting and occasionally making a voyage to foreign ports. In 1874 he retired and has

since acted as the agent for Fisk Brothers, in building vessels and in other shipping business. He was married in 1860 to Mary E. Wixon, who died leaving two daughters: Marion and Alice M. In 1886 he married for his second wife, Mary E., daughter of Zeno Gage.

As soon as he was permanently retired from the sea he was chosen by the republican party to serve as selectman, assessor, overseer of the poor, and surveyor of the public roads, which duties he declined after serving six years. He also served his town in the school committee three years, commencing with 1875. His ability being appreciated, he was, in the autumn of 1881, elected to a seat in the legislature, and re-elected in 1892. No happier tribute could have been paid to him than his nomination by acclamation and the election in 1888 to a seat in the senate and again in 1889—the highest honor of his district. His advancement has been as marked and he has been as successful on land as on sea, every position being filled with that natural energy and decision which inspires confidence in his ability.

He is liberal in his views in all matters of church and state, and is endowed with a firm and lasting friendship. In his business and official relations he is indefatigable in the discharge of every duty. His social proclivities induced him to unite with the Masonic fraternity, and there, too, he has been elevated to the highest offices of the lodge. In every position where he has presided or mingled in the affairs of his fellow townsmen, the same firmness, tempered with justice, has characterized him, and his success is established.

REPRESENTATIVES.—After Governor Bradford was elected his illness in 1621 made it advisable that he have an assistant; this was continued, and in 1624 five assistants were chosen. In 1633 the number was increased to seven, and not until the arrival of Andros was this branch of the civil government discontinued.

The election of deputies by the towns, as soon as they were legally incorporated, was a change to a representative form of government. The first representative assembly met June 4, 1639, at Plymouth, to which Sandwich, Yarmouth and Barnstable sent each two deputies. This was an enlargement as well as division of the powers of the government, as in these deputies were conjointly invested powers which heretofore had been exercised by the governor and his assistants only. The extension of the settlements had created a necessity for delegating power to deputies and representatives, and thus the present representative form of government was inaugurated. The constitution of 1780 provided that towns already incorporated and having 150 ratable polls or less, should be entitled to one representative, to be elected in May of each year; and corporate towns containing 375 ratable polls, two representatives. Under this provision the representatives of the respective towns are given in the history of each, being considered as town officers until 1857.

Since 1831 the legislative year begins the first Wednesday in January, by amendment Ten, promulgated May 11th of that year, the elections being held in November. The amendment of 1836, article Twelve, changed the basis of representation, the census of ratable polls by towns to be taken in May, 1837, and every tenth year thereafter. This provided that each town of three hundred ratable polls might elect one, and for every additional 450 polls, another representative might be elected. By an equitable rule, towns having less than three hundred polls were to be represented a portion of the ten years only; and the reader may not expect to find the smaller towns represented every year, while the larger may have more than one for a portion of the time.

This arrangement was superseded in 1840 by article Thirteen of amendments, which provided that the next decade should begin in 1841; that the rate of representation be one for twelve hundred ratable polls and two for thirty-six hundred. Under this rule the apportionment of 1841 entitled each town of the county to one representative, except the towns of Barnstable, Sandwich and Eastham, the first two to have two each, and the latter only to have five within the ten years. This rule of apportionment existed from 1841 to 1850, inclusive.

The apportionment of 1851 gave Barnstable two representatives each year; Brewster one for seven years within the ten; Eastham for four of the same period; and every other town one each year.

In May, 1857, article Twenty-one provided that the house of representatives consist of 240 members, to be apportioned according to the census of 1857, and the county commissioners were to district the county at the beginning of each decade, after the legislature had assigned the number of representatives to the county. The same amendment provided that the census should again be taken in May, 1865, and every tenth year thereafter, and the legislature should apportion the representatives to the counties at the first session after the enumeration. This made a radical change in the system of apportionment, and since the election of the representatives in the fall of 1857, they can no longer be regarded as officers of the town, and are accordingly noticed in the following lists. The county was entitled to nine representatives by this act, and the commissioners divided the towns as follows: The First district included Barnstable, Sandwich and Falmouth, and was to elect three representatives; the Second included Yarmouth, Dennis, Harwich and Chatham, with three; the Third, Brewster, Orleans and Eastham, one; and the Fourth, Wellfleet, Truro and Provincetown, with two.

As each person elected represented the district in which he lived, and the residence being indicated with the name, the following lists are believed to be explicit as showing the district and years in which each man served:

1858. Zenas D. Bassett, Barnstable; John A. Baxter, Barnstable; Paul Wing, Sandwich; John W. Atwood, Chatham; Thomas Dodge, Chatham; Luther Studley, Dennis; Ira Mayo, Orleans; Nathaniel E. Atwood, Provincetown; Thomas H. Lewis, Wellfleet.

1859. Nathaniel Hinckley, Barnstable; John S. Fish, Sandwich; William Nye, jr., Falmouth; Benjamin H. Matthews, Yarmouth; James S. Howes, Dennis; Nathaniel Doane, jr., Harwich; Elijah Cobb, Brewster; Daniel Paine, Truro; James Gifford, Provincetown.

1860. Ansel Lewis, Barnstable; Joseph Hoxie, Sandwich; William Nye, jr., Falmouth; Benjamin H. Matthews, Yarmouth; James S. Howes, Dennis; Edward Smalley, Harwich; Nathan Crosby, Barnstable; Simeon Atwood, jr., Wellfleet; James Gifford, Provincetown.

1861. John S. Fish, Sandwich; George W. Donaldson, Falmouth; Ansel Lewis; Samuel Higgins, Chatham; John K. Sears, Yarmouth; Edward Smalley, Harwich; Jesse Snow, Orleans; Lewis Lombard, Truro; James Gifford, Provincetown.

1862. Asa E. Lovell, Barnstable; Zebedee Green, Sandwich; John K. Sears, Yarmouth; Samuel Higgins, Chatham; George W. Donaldson, Falmouth; Danforth S. Steel, Harwich; Sylvanus Smith, Eastham; John P. Johnson, Provincetown; Benjamin Oliver, Wellfleet.

1863. Charles Marston, Barnstable; Elisha G. Burgess, Falmouth; Zebedee Green, Sandwich; Isaac B. Young, Chatham; Marshall S. Underwood, Dennis; Danforth S. Steel, Harwich; Truman Doane, Orleans; Smith K. Hopkins, Truro; Benjamin Oliver, Wellfleet.

1864. Charles Marston, Barnstable; E. G. Burgess, Falmouth; Ezra T. Pope, Sandwich; Isaac B. Young, Chatham; M. S. Underwood, Dennis; David G. Eldridge, Yarmouth; Sylvanus Smith, Eastham; David Wiley, Wellfleet; Henry Shortle, Provincetown.

1865. Ezra T. Pope, Sandwich; Silas Jones, Falmouth; Simeon L. Leonard, Barnstable; David G. Eldridge, Yarmouth; Joseph Hall, Dennis; Solomon Thacher, Harwich; Tully Crosby, Brewster; Henry Shortle, Provincetown; Amasa Paine, Truro.

1866. Isaac K. Chipman, Sandwich; Silas Jones, Falmouth; S. L. Leonard, Barnstable; Edmund Flinn, Chatham; Joseph Hall, Dennis; Solomon Thacher, Harwich; Truman Doane, Orleans; Freeman A. Smith, Provincetown; Nathaniel H. Dill, Wellfleet.

The apportionment of 1865 for the next decade put Barnstable, Sandwich, Falmouth and Yarmouth into the First district for three representatives; Dennis, Harwich and Brewster composed the Second, for two; Chatham and Orleans made the Third, for one; and the four lower towns made the Fourth district, which was entitled to two representatives, all to be elected in November, 1866. The several incumbents' names and year in which each was in office stand thus:

1867. Isaac K. Chipman, Sandwich; George Marston, Barnstable;

Heman B. Chase, Yarmouth; Solomon Thacher, Harwich; Frederick Hebard, Dennis; Edmund Flinn, Chatham; Nathaniel H. Dill, Wellfleet; Jesse Pendegrast, Truro.

1868. Alvah Holway, Sandwich; Lemuel B. Simmons, Barnstable; Heman B. Chase, Yarmouth; Samuel H. Gould, Brewster; Seth Crowell, Dennis; Ensign B. Rogers, Orleans; Henry Shortle, Provincetown; John H. Bangs, Eastham.

1869. Lemuel B. Simmons, Barnstable; Francis A. Nye, Falmouth; Alvah Holway, Sandwich; Samuel H. Gould, Brewster; Shubael B. Kelley, Harwich; Ensign B. Rogers, Orleans; John C. Peake, Wellfleet; Obadiah S. Brown, Truro.

1870. Francis A. Nye, Falmouth; Warren Marchant, Sandwich; Henry Goodspeed, Barnstable; Shubael B. Kelley, Harwich; Joseph K. Baker, jr., Dennis; Thomas Holway, Chatham; Joseph P. Johnson, Provincetown; George T. Wyer, Wellfleet.

1871. Henry Goodspeed, Barnstable; J. B. D. Cogswell, Yarmouth; Ezra C. Howard, Sandwich; Erastus Chase, Harwich; Joseph K. Baker, Dennis; Thomas Holway, Chatham; Joseph P. Johnson, Provincetown; George T. Wyer, Wellfleet.

1872. Ezra C. Howard, Sandwich; J. B. D. Cogswell, Yarmouth; Nathaniel Sears, Barnstable; Erastus Chase, Harwich; Zoeth Snow, jr., Brewster; Lot Higgins, Orleans; Jesse S. Pendergrast, Truro; Reuben G. Sparks, Provincetown.

1873. J. B. D. Cogswell, Yarmouth; Nathaniel Sears, Barnstable; Philip H. Robinson, Sandwich; David P. Howes, Dennis; Zoeth Snow, jr., Brewster; Lot Higgins, Orleans; R. G. Sparks, Provincetown; Thomas N. Stone, Wellfleet.

1874. Levi L. Goodspeed, Barnstable; Philip H. Robinson, Sandwich; Joshua C. Robinson, Falmouth; David P. Howes, Dennis; George D. Smalley, Harwich; Solomon E. Hallett, Chatham; Henry Shortle, Provincetown; Lewis Lombard, Eastham.

1875. Levi L. Goodspeed, Barnstable; Joshua C. Robinson, Falmouth; Isaac N. Keith, Sandwich; George D. Smalley, Harwich; Luther Fisk, Dennis; S. Eldredge Hallett, Chatham; Isaiah A. Small, Provincetown; Edward W. Noble, Truro.

1876. Samuel Snow, Barnstable; Daniel Wing, Yarmouth; I. N. Keith, Sandwich; Freeman Doane, Orleans; Isaiah Small, Provincetown; Noah Swett, Wellfleet; Elisha Crocker, jr., Brewster; Luther Fisk, Dennis.

The relative decrease in population at the next decade left Barnstable county entitled to six representatives from 1877 to 1886, inclusive. Six districts were formed, with one representative to each, the first embracing Sandwich and Falmouth; the second Barnstable and Mashpee; the third Yarmouth and Dennis; the fourth Harwich and

Chatham; the fifth Brewster, Orleans, Eastham and Wellfleet; and the sixth including Truro and Provincetown. The representatives during this decade with the year of service were:

1877. Crocker H. Bearse, Falmouth; Samuel Snow, Barnstable; Daniel Wing, Yarmouth; Abiathar Doane, Harwich; Noah Swett, Wellfleet; Henry Shortle, Provincetown.

1878. Isaiah Fish, Sandwich; Asa Lovell, Barnstable; Thomas Prince Howes, Dennis; Abiathar Doane, Harwich; Freeman Doane, Orleans; Henry Shortle, Provincetown.

1879. Isaiah Fish, Sandwich; Asa Lovell, Barnstable; Thomas P. Howes, Dennis; Rufus Smith, Chatham; Elisha Crocker, jr., Brewster; Bangs A. Lewis, Provincetown.

1880. James E. Gifford, Falmouth; Clark Lincoln, Barnstable; Charles F. Swift, Yarmouth; Erastus Nickerson, Chatham; Jesse H. Freeman, Wellfleet; Joseph P. Johnson, Provincetown.

1881. James E. Gifford, Falmouth; Clark Lincoln, Barnstable; Charles F. Swift, Yarmouth; Watson B. Kelley, Harwich; Jesse H. Freeman, Wellfleet; Atkins Hughes, Truro.

1882. Bradford B. Briggs, Sandwich; F. D. Cobb, Barnstable; David Fisk, Dennis; Watson B. Kelley, Harwich; John A. Clark, Eastham; Atkins Hughes, Truro.

1883. Bradford B. Briggs, Sandwich; F. D. Cobb, Barnstable; David Fisk, Dennis; Clarendon A. Freeman, Chatham; Solomon Linnell 2d, Orleans; Edward E. Small, Provincetown.

1884. Meltiah Gifford, Falmouth; Zenas E. Crowell, Barnstable; Joshua Crowell, Dennis; Clarendon A. Freeman, Chatham; Solomon Linnell, 2d, Orleans; Edward E. Small, Provincetown.

1885. Asa P. Tobey, Falmouth; Z. E. Crowell, Barnstable; Joshua Crowell, Dennis; Ambrose N. Doane, Harwich; Tully Crosby, jr., Brewster; Benjamin D. Atkins, Provincetown.

1886. Charles Dillingham, Sandwich; Watson F. Hammond, Mashpee; George H. Loring, Yarmouth; Ambrose N. Doane, Harwich; Isaiah C. Young, Wellfleet; Benjamin D. Atkins, Provincetown.

The present apportionment, made in 1886 from the census of 1885, entitles the county to four representatives. The First district includes Dennis and the six towns west of it, and elects two representatives. Charles Dillingham, Sandwich, and George H. Loring, Yarmouth, represented this district in 1887; A. R. Eldridge, Bourne, and Joshua Crowell, Dennis, represented it in 1888 and 1889; and Nathan Edson, Barnstable, and George E. Clarke, Falmouth, in 1890.

The second district, with one representative, includes the towns of Harwich, Chatham, Brewster and Orleans. It was represented in 1887 by John H. Clark, Brewster; in 1888 by Joseph W. Rogers, Orleans; in 1889 by George Eldridge, Chatham; and in 1890 by Dr. George N. Munsell, Harwich.

The lower four towns are embraced in the third district, which was represented in 1887 by Isaiah C. Young, Wellfleet; in 1888 and 1889 by David Conwell, Provincetown; and in 1890 by Richard A. Rich, of Truro.

SHERIFFS.—William Bassett was the first sheriff of the county. He was appointed under the charter, May 27, 1692. The successive incumbents have been: From 1699, Samuel Allen; 1713, Shubael Gorham; 1715, Joseph Lothrop; 1721, John Russell; 1731, John Hedge; 1734, Shubael Gorham; 1748, John Gorham; 1764, Nathaniel Stone; 1775, Enoch Hallett; 1788, Joseph Dimmick; 1808, James Freeman; 1816, Wendell Davis; 1823, David Crocker; 1843, Nathaniel Hinckley; 1848, Charles Marston; 1852, Daniel Bassett; 1853, David Bursley; 1856, Charles C. Bearse; 1863, David Bursley; 1878, Levi L. Goodspeed; 1880, Thomas Harris; 1884, Luther Fisk; 1890, Joseph Whitcomb, of Provincetown.

In 1720 Shubael Gorham was appointed "to be joint sheriff with Mr. Lothrop." The office of "joint sheriff" and "sole sheriff" are occasionally noted in the records of those years.

REGISTERS OF DEEDS.—The early deeds were recorded at Plymouth, but in 1686 Joseph Lothrop, as register for the new county, recorded on the fifth of October the first deed at Barnstable. The succeeding registers have been: William Bassett, John Thacher, Solomon Otis, Edward Bacon, Ebenezer Bacon, Job C. Davis, Lothrop Davis, Frederick Scudder, Smith K. Hopkins from 1874, Asa E. Lovell from 1877, and Andrew F. Sherman from 1887.

COUNTY INSTITUTIONS.—Associations for more effective work in the church, and societies for the advancement of agriculture and other arts, have been formed in the county during the present century, of which the conference of the Congregational churches is the oldest. This was formed October 28, 1828, for the promotion of a closer union of its ministers and societies. No written constitution was adopted until April 26, 1837, and of this a revision was made in January, 1845. The pastors of the churches of the county, also those of Dukes county, with two lay members from each society, constitute the membership. The meetings are held in different towns, according to appointment, twice in each year.

The Barnstable Baptist Association was organized in 1832, embracing the societies of that faith on the Cape, and at Nantucket and Martha's Vineyard. The association, consisting now of fifteen churches, has a constitution for its government, and holds its sessions at least annually, commencing on the second Wednesday in September in each year. Each church is allowed to send its pastor and four lay members, called messengers. The officers are a moderator, clerk and treasurer. To this association each church sends a communica-

tion containing an account of its condition and prosperity. The body has certain powers of its own, and has for its object the promotion of piety.

The Barnstable County Mutual Fire Insurance Company was chartered in March, 1833, and in August of the same year opened its principal office at Yarmouth Port. The executive officers are the president and the secretary, who is also treasurer. The presidents in succession, have been: David Crocker, Eben Bacon, Zenas D. Bassett, David K. Akin and Joseph R. Hall. The first secretary and treasurer was Amos Otis, succeeded by his son, George Otis, and he, in January, 1882, by Frank Thacher, the present incumbent. The career of this institution has been uniformly successful. Careful management has reduced the average net cost of insurance to one-third the usual rates.

The Cape Cod Historical Society was organized at a meeting held at the camp meeting grove in Yarmouth, August 5, 1882. Its object, as stated in its constitution, is "the collection, preservation and dissemination of facts of local history." The fee for membership was placed at two dollars, with a liability to assessment not exceeding one dollar per year. For life members the fee is ten dollars, without any additional charges. The annual meetings of the society are held on the 22d of February, or the day of its legal observance. At these meetings original papers are read, and discussions of historical subjects are conducted. When practicable a summer meeting is held or an excursion provided to some spot of historic interest. Three such occasions have occurred during the existence of the society—one in 1883, when a clambake was served near the site of the ancient trading port of the pilgrims, at Manomet, when an address was delivered by Hon. Thomas Russell, and appropriate speeches made by other gentlemen. The following year the party visited Sandwich and inspected the site of the Cape Cod ship canal. One year some fifty members and their friends visited Plymouth and thoroughly explored its historic sites, burial grounds and record halls, and the rooms of the Pilgrim Society. Papers have been prepared and read at the annual meetings of the society which are worthy of preservation in a permanent form, and would make an interesting and instructive volume. They were written by Josiah Paine, Thomas P. Howes, E. S. Whittemore, Shebnah Rich, C. C. P. Waterman and Charles F. Swift.

The officers of the society are: Charles F. Swift, president; Josiah Paine, secretary; Samuel Snow, treasurer. These persons have held their positions since the organization of the society. The following are the additional officers in 1889-90: Vice-presidents, Thomas P. Howes, Alonzo Tripp, Sylvanus B. Phinney, Ebenezer S. White-

more, James Gifford, Jesse H. Freeman; executive committee, the president, secretary and treasurer, and Joshua C. Howes and E. B. Crocker.

On the fifth of May, 1843, pursuant to notice published in the two newspapers in the county, a meeting was held at the court house in Barnstable to take measures for forming a county agricultural society. The project was greeted with a smile of incredulity on the part of many who gauged the agricultural resources of the Cape by the description of the witty scribbler, who said that it chiefly produced "huckleberry bushes and mullein stalks." Those who assembled on this occasion had a better appreciation of the situation and resources of the county. They were called to order by Hon. John Reed of Yarmouth, and Mr. H. C. Merriam of Tewksbury, who was a practical agriculturist, made an address. Discussion ensued, and the organization of the Barnstable County Agricultural Society resulted therefrom. The following were the first officers of the society: President, Hon. John Reed of Yarmouth; vice-presidents, Clark Hoxie of Sandwich, and James Small of Truro; secretary, Charles H. Bursley of West Barnstable; treasurer, Joseph A. Davis of Barnstable; trustees, John Jenkins, Falmouth; Meltiah Bourne, Sandwich; Charles Sears, Yarmouth; William Howes, Dennis; Enoch Pratt, Brewster; Obed Brooks, jr., Harwich; Isaac Hardy, Chatham; John Doane, Orleans; John W. Higgins, Eastham; John Newcomb, Wellfleet; Joshua Small, Truro; Thomas Lothrop, Provincetown.

A constitution was subsequently formed and sixty members were soon enrolled. During the winter of 1844 an act of incorporation was granted by the legislature, which was accepted by the society May 8th of that year, and the office of corresponding secretary was added, Frederick Scudder of Barnstable being chosen to that position. This office was discontinued in 1861. The first exhibition and fair of the society was held in the court house, at Barnstable, September 4, 1844. It was a gratifying success, but the amount of premiums awarded was only \$146. These annual fairs were continued in Barnstable, except in the years 1851, when Orleans was the place of meeting, and 1852, when the fair was held at Sandwich.

In 1857-58 a lot of land was acquired at Barnstable, and on it a building was erected for exhibition purposes, and a hall for public meetings. This building and lot, with improvements on the same, cost \$4,268; \$2,050 of which was paid by voluntary subscriptions. An additional plot of land, valued at \$250, was given to the society by Messrs. Francis Bacon and James Huckins. The building committee were: S. B. Phinney, Frederick Parker, S. F. Nye, James G. Hallet, Elijah Cobb, John A. Baxter, and Obed Brooks, jr. George Marston and Simeon N. Small were subsequently added, in place of Mr. Nye,

deceased, and Mr. Brooks, resigned. In the spring of 1862, this building having been destroyed in a severe gale and storm, a new one was erected on the same site, largely by subscriptions in the county and in Boston. This building was dedicated October 15, 1862, in an address by Hon. George Marston. It has since been considerably improved, and is in all respects well adapted to the wants of the society.

The society has been the recipient of two donations to its permanent fund. The late Captain John Percival left five hundred dollars, the income of which is devoted to premiums to exhibitors. Mrs. Ellen B. Eldridge has also given the sum of five hundred dollars, in recognition of the interest which her late husband, Dr. Azariah Eldridge, took in the affairs of the society, the income of which is devoted to the same purpose. The late Hon. William Sturgis of Boston presented the society the sum of twelve hundred dollars to cancel the indebtedness incurred by the building of a new hall.

The officers of the society during the forty-seven years of its existence have been as follows: Presidents—John Reed, chosen in 1843; Zenas D. Basset, 1848; C. B. H. Fessenden, 1851; Charles Marston, 1852; S. B. Phinney, 1855; George Marston, 1859; Nathaniel Hinckley, 1864; Nathan Crocker, 1866; Charles C. Bearse, 1869; Levi L. Goodspeed, 1871; Charles F. Swift, 1873; A. T. Perkins, 1875; Azariah Eldridge, 1878; John Simpkins, 1888 to present time. Secretaries—Charles H. Bursley, 1843; George Marston, 1853; S. B. Phinney, 1859; Frederick Scudder, 1862; George A. King, 1865; Charles F. Swift, 1867; Charles Thacher, 2d, 1871; F. B. Goss, 1876; F. P. Goss, 1879; Frederick C. Swift, 1882 to present time. Treasurers—Joseph A. Davis, 1843; Ebenezer Bacon, 1845; Daniel Bassett, 1853; S. P. Holway, 1858; S. B. Phinney, 1860; Walter Chipman, 1861; Frederick Scudder, 1867; Walter Chipman, 1868; Freeman H. Lothrop, 1875; Albert F. Edson, 1882 to present time. Delegates to State Board of Agriculture—George Marston, 1859; S. B. Phinney, 1862; John Kenrick, 1866; S. B. Phinney, 1870; Augustus T. Perkins, 1879; Nathan Edson, 1882 to present time.

The officers for 1889-90 are: President, John Simpkins; vice-presidents, John Kenrick and A. D. Makepeace; secretary, Frederick C. Swift; treasurer, Albert F. Edson; executive committee, John Kenrick, James F. Howes, Nathan Edson, David Fisk, A. D. Makepeace, James H. Jenkins, John Bursley, Ebenezer B. Crocker, James A. Eldridge, Oliver Hallet, H. B. Winship, Alexander Walker, Samuel H. Nye; auditing committee, Freeman H. Lothrop, Samuel Snow, G. A. Hinckley; superintendent of hall and grounds, Russell Matthews.

The Cape Cod cranberry men have an organization, including ninety-eight members, of which J. J. Russell of Plymouth is presi-

dent. All the other officers are residents of this county. Emulous Small of Harwich, and Abel D. Makepeace of West Barnstable, are the vice-presidents, and I. T. Jones is the secretary and treasurer. The executive committee for 1890 consists of Calvin Crowell, Sagamore; A. Phinney, Falmouth; G. R. Briggs, Plymouth; O. M. Holmes, Mashpee; James Webb, Cotuit; James S. Howes, East Dennis; and D. B. Crocker, Yarmouth. The second annual meeting of this society was held last year at Falmouth.

FEDERAL INSTITUTIONS.—Among the institutions in the county belonging to and erected by the federal government, are the custom house buildings, lighthouses, and life saving stations. The collector, deputies, keepers and crews employed in the various duties of these necessary institutions are residents of the county, and our history would be incomplete without their mention.

As early as 1749 a collector of excise was chosen for Barnstable by the general court, and that harbor was then made, in a limited sense, a port of entry. Joseph Otis was appointed naval officer for this county November 27, 1776, and was succeeded February 6, 1779, by William Taylor, and he by Samuel Hinckley. Thus far it had been an affair of the state; but in 1789, while Samuel Hinckley was in office, an act of congress made Barnstable the seventh of the twenty districts or ports which that act established in Massachusetts for the collection of duties. General Otis succeeded Mr. Hinckley by President Washington's appointment, and served until his death. His son, William Otis, was collector from March 22, 1809, until the appointment of Isaiah L. Green. Mr. Green had been member of congress three terms, but had failed of re-election because of his vote in favor of the war of 1812. The president, as his friend, appointed him collector February 21, 1814, an office which he held until succeeded by Henry Crocker, April 1, 1837. The successive appointments have been as follows: Ebenezer Bacon, March 23, 1841; Josiah Hinckley, April 1, 1845; S. B. Phinney, April 4, 1847; Ebenezer Bacon, June 10, 1849; S. B. Phinney, April 1, 1853; Joseph M. Day, July 1, 1861; Charles F. Swift, November 12, 1861; S. B. Phinney, November 11, 1866; Walter Chipman, special deputy, March 5, 1867; Charles F. Swift, March 17, 1867; Franklin B. Goss, July 8, 1876; Van Buren Chase, August 8, 1887; and Franklin B. Goss, August 1, 1889.

Prior to 1855 each collector had kept the office at his own place of business, and that year the present custom house was commenced at Barnstable.

The federal act of 1789 provided that Sandwich, Wellfleet, Chatham and Provincetown should be ports of delivery in the Barnstable district. In 1790 the shores and waters of the entire county were formed into what has since been known as the Barnstable district. The re-

districting of the coast in 1799 enlarged the powers of the collector of this port; but the unloading of foreign vessels here was not permitted until the year 1809. That year delegates from the towns of the county assembled, and by petitions to congress new privileges were obtained. Until 1817 the collector for the district was the only government officer empowered to act; but the act of March third, that year, gave collectors authority to employ deputy collectors, with the approval of the secretary of the treasury. These deputies have since been vested with full powers at the respective ports for which they were appointed. There are now in this district seven ports of entry, at each of which a deputy is appointed. They are: Walter O. Luscombe, Falmouth; John J. Collins, Barnstable; William Crocker, Hyannis; Henry H. Fisk, Dennis; Erastus T. Bearse, Chatham; Simeon Atwood, Wellfleet; Myrick C. Atwood and Robert M. Lavender, Provincetown.

No equal area of land presents to the navigator a more dangerous coast, nor a greater perimeter, than this county; and probably no coast presents to the sea-faring man more changes from drifting sands. Surveys and soundings must be continually made, and charts and directions are printed yearly for the safe navigation of the waters around the Cape. Lightships—off Chatham and along the sound—are manned and sustained by the government; and lighthouses and beacons of various kinds have been erected on the coasts. As early as 1797 the town of Truro sold to the United States ten acres of land upon which to erect the first lighthouse of the Cape. The lighthouse stations of this county, now numbering seventeen, form a portion of the Second Lighthouse district, and are situated as follows:

Wing's Neck light, near the head of Buzzard's bay, east side of the entrance to Pocasset harbor, has been a government station for some time. A lantern giving a white light, visible twelve miles, has been displayed from the top of a white house with a red roof. A lighthouse of the usual form is now being erected near by.

Nobsque light is situated on the knoll east of Little harbor, Woods Holl. The tower is thirty-five feet high and contains a fixed white light, with a red sector, and is visible thirteen miles. This station has a fog signal—a bell struck by machinery. The signal is two strokes of the bell in quick succession, followed by an interval of thirty seconds.

Bishop & Clerk's light is on a ledge of the same name off Gammon point, where still remains the tower of a former station. The tower of the present lighthouse is forty-seven feet high, has a flashing white light with intervals of thirty seconds, and is visible for thirteen miles. It also contains a red sector, and a fog bell which is rung by machinery.

Hyannis light has a tower twenty-one feet high, and is situated on

the main land at the head of the harbor. The light is a fixed red, visible nearly twelve miles.

Hyannis Beacon light is a framed building, containing a red light visible nine miles. This is used in connection with surrounding lights in giving courses for safe navigation.

Bass River light is just east of the mouth of the river of that name, and is situated in West Dennis. It is a fixed white light in the tower of the keeper's residence, and is visible $11\frac{1}{2}$ miles.

Stage Harbor light is situated on Harding's beach, at the entrance of Stage harbor, Chatham. The tower is thirty-five feet high and has a fixed white light that can be seen twelve miles at sea.

Monomoy Point light, on the south end of the beach of the same name, is a fixed white light in a tower thirty feet high, and is visible twelve miles.

Chatham light station is on the main land, in Chatham village. It consists of two round towers, each forty-three feet high, placed north and south, one hundred feet apart. In each is a fixed white light, visible $14\frac{1}{2}$ miles.

Nauset Beach light is in Eastham, on the ocean coast, and has three towers, each eighteen feet high, ranging north and south, with a distance of 150 feet between. Each tower contains a fixed white light, visible fifteen miles out on the sea. Abreast this light the tides divide and run in opposite directions.

Cape Cod light station—the Highland light—is on the east shore of Truro, on a blue clay bank, 142 feet above the sea. The tower still rises fifty-three feet higher, from which a fixed white light sheds its rays twenty miles out to sea. A Daboll trumpet is used for a fog signal, which is a blast of eight seconds, with an interval of a half minute. Vessels passing this light can communicate with Boston if the International Code signals are in use on board.

Race Point light, situated on the northeast point of Provincetown, has a tower thirty feet high, with a white light varied by flashes every ninety seconds, which can be seen by mariners $12\frac{1}{2}$ miles at sea. It also contains a steam whistle for fog signals.

Wood End light, on Wood End, near the entrance of Provincetown harbor, is a tower thirty-four feet high, using a red, flashing light in intervals of fifteen seconds. It is visible twelve miles.

Long Point light is on the eastern point of the peninsula that encircles the west side of Provincetown harbor, the square tower thirty-four feet high being erected on the extreme point, southwest of the entrance to the harbor. A fixed white light is used, which is visible nearly twelve miles. A bell, run by machinery, gives the fog signal, which is two quick, successive strokes, then one after half a minute, followed by a longer interval.

Mayo's Beach light is a round tower, twenty-five feet high, situated at the head of Wellfleet bay. It has a fixed white light, visible over eleven miles.

Billingsgate light station is on the island of that name, on the west side of the entrance to Wellfleet bay. The tower is thirty-four feet high, containing a fixed white light, visible twelve miles.

Sandy Neck light, on the neck at the entrance of Barnstable harbor, has a tower forty-four feet high, which contains a fixed white light, visible to the mariner twelve miles out in the bay.

These stations are under the supervision of the Lighthouse Board at Boston; but the keepers are generally residents of the Cape.

Not until 1848 was the beneficent plan of establishing life saving stations seriously contemplated by the federal government. That year, in August, Hon. William A. Newell, a member of the house of representatives, portrayed in a speech the terrible dangers to navigation as presented by the coasts, and strongly urged the action of congress to render assistance to vessels cast ashore. During the same session a small sum was appropriated for surf boats and other apparatus for the New Jersey coast, which was to be under the supervision of the Revenue Marine. More was appropriated at the next session, and Captain Douglass Ottinger is said to have invented a life car for the transportation of persons from a wreck through the surf to the shore. In 1854 stations were erected along the ocean coast of Long Island, and more public interest was manifested in securing well equipped stations.

The occurrence of several very fatal disasters along the Atlantic coast during the winter of 1870-71 revealed the fact that the service was not only inefficient for want of more complete organization, but must be extended to other portions of the coast. By the act of March 3, 1871, better facilities for saving life and property were furnished to the first organized stations—two new stations were erected on the coast of Rhode Island. By the act of June 10, 1872, the system was extended to Cape Cod, and money was appropriated for the erection of nine stations along its ocean shore. They were completed and furnished with apparatus the following winter. The number of stations on the Cape provided for by the act of 1872 was subsequently increased to ten, and they are named and located as follows: Race Point, two-thirds of a mile northeast of Race Point light; Peaked Hill Bars, $2\frac{1}{2}$ miles northeast of Provincetown; High Head, $3\frac{1}{2}$ miles northwest of the Highland light; Highland, nearly one mile northwest of the Highland light; Pamet River station, $3\frac{1}{2}$ miles south of the Highland light, in Truro; Cahoon's Hollow, in Wellfleet, south of the last; Nauset, $1\frac{3}{4}$ miles south of Nauset light; Orleans station, at East



Benjamin C. Spencer

Orleans; Chatham, near the Chatham light; and Monomoy station, $2\frac{1}{4}$ miles north of the Monomoy light.

We have dated the life saving service from 1848; but the extension and reorganization of the service in 1871, 1872, marks the beginning of the efficiency for which this branch of the public service is justly distinguished. After congress had appropriated two hundred thousand dollars, in April, 1871, the treasury department detailed Captain John Faunce, of the Revenue Marine, to visit the stations already established, and ascertain their condition and needs. His report showed the practical waste of the government money and the utter uselessness of most of the stations. No discipline among the men, no care for the preservation of apparatus, and no supervision of the stations, were evils which he pointed out. Several serious disasters served to call further attention to the service, and resulted in the inauguration of the present system of districts with superintendents. Of the twelve districts in the United States, the Second includes the entire coast of Massachusetts, of which Benjamin C. Sparrow, of East Orleans, is superintendent. His selection and appointment in November, 1872, was a part of the plan to prevent the evils above mentioned, while extending the service under liberal appropriations. He had been in the United States regular army from 1861 until November, 1864, in the engineer battalion, attached to the headquarters of the army of the Potomac, and was a prisoner at Belle Isle in the summer of 1862. He had taught public schools in Eastham, and from 1861 had been successfully engaged in wrecking. When the war broke out he was at Phillips Academy preparing himself for the legal profession. Since his birth, October 9, 1839, he had, like his ancestors, resided at Orleans, where they had been fully familiar with the scenes of shipwreck and disaster.

The success of Superintendent Sparrow in securing discipline and efficiency in this hazardous service, and his popularity among the captains and crews of the stations under his official care, have retained him to the present time. He is a worthy descendant of that Richard Sparrow who came over in the ship *Ann* and landed at Plymouth, and from whom those of the name on the Cape have sprung. Richard¹ came to Eastham in 1650, bringing his only child, Jonathan², whose last resting place is now marked by a stone in the first burial ground of that town. His son by a second marriage with Hannah, daughter of Governor Prince, was Richard³, born March 17, 1669. He married Mercy Young (or Cobb), and died in Eastham in 1727, leaving seven daughters and a son, Richard⁴. This only son married Hannah Shaw in 1724, and died in 1774. Of their children three only grew to manhood and womanhood—Isaac and two daughters, one of whom married Daniel Hamilton, whose son Paul was the first Methodist preacher

heard in Orleans. Isaac^b was born in 1725, and married Rebecca Knowles in 1747, to whom eight children were born—five daughters and three sons, of whom Josiah^c was the youngest. He married Mercy Smith, of Chatham, January 11, 1782. Their nine children were: Lydia, born October 19, 1782; Josiah, jr., born March 13, 1785; Mercy, born May 28, 1788; Zerviah, born March 15, 1790; Samuel, born November 8, 1792; Harvey, born November 14, 1795; Sarah, born March 21, 1798; James L., born June 2, 1801; and Hannah Shaw Sparrow, the youngest of the nine, born January 1, 1805.

James L. Sparrow, father of the superintendent, married Sukey Crosby, of Orleans, December 16, 1824. Their four daughters were: Julia M., who died young; Anna E. (Mrs. Freeman H. Snow), Susan M. (Mrs. Joseph K. May) and Sarah E., who died at eighteen. James H., their oldest son, was a well known citizen of Cambridgeport, Mass., until his death there in 1880; William F. enlisted in the civil war and was killed at Goldsboro, N. C., in December, 1862. Benjamin C., the sixth child and youngest son, is the Superintendent Sparrow of this sketch. He is a member of Frank D. Hammond Post, No. 141, G. A. R., and has found time to serve his town on the school board more or less for the past twenty-three years. His ability in the life saving service was early recognized by his appointment on the board of experts to examine new appliances and methods proposed for use by the department. This position he has held until the present time.

He was married to Eunice S., daughter of Moses O. Felton, December 25, 1866, and they have two children living—Susan F. and Josephine M. Mrs. Sparrow was a resident of Shutesbury, Mass., and was a teacher here in 1864–1866. They reside upon the home farm in East Orleans.

The life saving stations on the Cape are generally officered and manned by men residing in the towns where the stations are located. Provisions have been made by the government for some compensation in cases of death or disability while in this service; and still greater liberality would be no more than a just recognition of the perils encountered by the courageous men. Year by year improvements have been made in the buildings and apparatus. The selection of men by ascertainment of health, habits, age and professional acquirement has been enforced; thorough inspection of stations and exercise of the keepers and men in the use of the apparatus and maneuvers of an established drill have been regularly instituted, and a patrol system practiced. The men are instructed in the most approved methods of restoring the apparently drowned persons with whom they often come in contact in their line of duty. A code of signals for day and night has been devised, to enable patrolmen to communicate with stations, whereby preparations for hasty assistance can be made. In fact the

appropriations by congress have been annually sufficient to render this humane service efficient, rescuing hundreds of lives and saving large amounts of property, as the following table fully demonstrates. The Second district comprises the stations of the Massachusetts coast, ten of which are on the Cape. The accompanying table contains the statistics of the entire district. Of the number of vessels reported in distress, those assisted by the Cape stations are fully proportionate in the comparison of its number of stations with those of the district.

Year Ending June 30.	No. of Vessels in Distress.	Estimated Value of Vessels.	Estimated Value of Cargo.	Estimated Value of Property Saved.	Persons on Board.	Persons Saved.
1873	9	\$72,900	\$211,130	\$228,006	74	74
1874	18	176,450	164,764	253,294	146	146
1875	14	245,000	135,450	220,450	112	97
1876	23	245,000	111,127	212,900	211	210
1877	21	234,300	129,506	160,050	158	157
1878	20	77,056	16,983	24,904	121	102
1879	26	90,290	66,700	112,575	128	124
1880	22	229,795	110,865	260,135	144	144
1881	23	95,270	42,202	96,325	122	122
1882	31	189,030	80,350	207,205	162	162
1883	26	266,805	51,405	283,255	168	168
1884	40	285,935	57,450	265,015	239	239
1885	41	217,230	139,600	265,480	242	242
1886	54	373,470	204,305	283,285	398	398
1887	40	696,250	217,420	854,010	136	133
1888	30	648,695	864,490	1,146,190	395	395
1889	55	374,655	103,823	357,601	403	394

CHAPTER VI.

MILITARY HISTORY.

New England Confederation.—First Indian Troubles.—King Philip's War.—French and Indian Wars.—The Revolution.—Shay's Rebellion.—War of 1812.

IN 1642 the attitude of the Indians, on the main land, created suspicions of hostility. The severe laws of the colony had been rigidly enforced and the free instinct of the natives had been so bridled as to cause a feeling of unrest. Their unfriendliness was too apparent. The Plymouth colony resolved to raise thirty men for an expedition against them. Firearms had prudentially been withheld from them by order of the colony, and a force of this number was thought to be formidable. The court was hastily called together, September 7, Edward Dillingham and Richard Chadwell of Sandwich, Anthony Anable and John Cooper of Barnstable, and William Palmer of Yarmouth being present. A company was formed with Miles Standish, captain; William Palmer, lieutenant; and Peregrine White, ensign. Edmund Freeman, Anthony Thacher and Thomas Dimoc were appointed members of the council of war.

A confederation of a portion of the infant colonies of New England was formed in 1643 for the promotion of union, offensive and defensive, in any difficulties with the Indians. This measure had been contemplated for several years by those colonies, and this confederation, The United Colonies of New England, existed until 1686, when affairs were materially changed by the commission from King James II. This first spirit of confederation, which became later the basis of our national existence, having been perfected, orders were issued for every town within the jurisdiction of the court to provide ammunition and arms, and be ready for prompt action. Of the thirty men mentioned, eight were from the Cape—Sandwich and Barnstable furnishing three each, and Yarmouth two. These men were each to be provided with a musket, firelock or matchlock, a pair of bandoliers or pouches for powder and bullets, a sword and belt, a worm and scourer, a rest and a knapsack. Each private soldier was to have eighteen shillings per month when in service. From this date was the establishment in the towns of mili-

tary companies, the training field, and other warlike measures. Barnstable, Sandwich and Yarmouth—then the only incorporated towns on the Cape—at once formed military companies, and the two latter towns provided places of safety for the women and children. The exercises of training were always begun with prayer, and none could belong to the company who were not freemen and of “good report.”

The colony, with every town on the alert, awaited the development of a struggle which arose in 1643 between Uncas and the Pequots, who, with the Narragansetts, had agreed in 1637 not to make war upon each other without first an appeal to the English. Uncas conceived that an attempt had been made upon his life by a Pequot, which resulted in a war between Uncas and Miantonomi; and the latter sachem, although he could bring one thousand warriors to the field, was defeated and taken prisoner by Uncas. The prisoner was put to death by the advice of the commissioners, at their meeting in Boston, in September of that year. The exasperation of the Narragansetts was beyond control; they charged the English with a want of good faith, and preparations were made for hostile movements. The Narragansetts resolved to secure the head of Uncas, and the English resolved to defend him.

In addition to what had already been done, more men were raised. This conflict would draw from the towns of the Cape in proportion to the number of its people, as they were included in the confederation. Massachusetts at once raised one hundred and ninety men, Plymouth colony 40, Connecticut 40, and New Haven 30. The Plymouth quota, under Captain Miles Standish, went as far as Rehoboth; but while the English were advancing, the Narragansett sachems were in Boston, suing for peace, which was granted, with the requirement of heavy penalties and burdens. Thus closed the first Indian troubles of the colony.

The December court of 1652 directed the several towns to send deputies, April 1, 1653, “to treat and conclude on such military affairs as may tend to our present and future safety.” Variances had arisen between England and Holland, and the lowering clouds of war, with Indian cruelties, hung over the colony. Sandwich sent James Skiff; Yarmouth, Sergeant Rider and John Gorham; Barnstable, Lieutenant Fuller and Sergeant Thomas Hinckley; and Eastham, which town had now been incorporated, John Doane and Richard Sparrow. Sixty men were ordered to be raised in this colony. Of these Sandwich, Yarmouth and Barnstable were to furnish six each, and Eastham three. Provisions were made for raising money for the further enlistment of soldiers and procuring arms, and a certain number were to take their arms to meeting on the Sabbath. In 1654 a deputation of “horse and foot” was sent with a message to the Niantick sachem, and, to

make up a safe and formidable body as a guard, Sandwich, Eastham and Yarmouth furnished four men each, and Barnstable five, as their quota. As yet no outbreak had occurred, but the threatening appearances occasioned by jealousies necessitated continued readiness on the part of the colonies. In 1655 troops of horse were required by the court, and the proportion of the four towns of the Cape was three each. In 1658 a military system was perfected, by which a small standing army and the militia of the towns comprised the colonial force.

A council of war was called at Plymouth in 1667, the confederation apprehending danger from the Dutch and French—their common enemies—and the Plymouth colony suspected the Indians, under King Philip, whose “frequent assembling and various movements indicated war.” A commission of armed men met Philip at Taunton soon after, who agreed to leave his arms with the English, as a security that no war was in his heart. But this did not allay the suspicions nor watchfulness of the colonies. The Indians of the Cape in 1671, and again in 1674, pledged themselves, by their sachems, to fidelity. More men were pressed into the service, of whom Barnstable and Sandwich furnished ten, Yarmouth nine, and Eastham five. But the same year Philip entered into a treaty of peace, which for several years allowed the colonies comparative quiet, and the men of the Cape towns to return home to be in readiness when called.

In 1674 two Indians, one of whom was Philip's counselor, were arrested for the supposed murder of another Indian found dead in Middleboro pond. They were tried and executed by order of the court. Philip regarded the execution as an outrage. Hostilities commenced. An army was soon in the field—158 men from Plymouth colony; 527 from the Massachusetts; and 315 from Connecticut. The towns of Sandwich and Barnstable furnished sixteen each, Yarmouth fifteen, and Eastham eight. Again, in December of the same year, nearly as many men were required of these towns. Skirmishes succeeded, then a general war, which was disastrous to all concerned. The Cape was only affected by the greatly increased expenses and the loss of men. The Indians of the Cape remained neutral, and were considered a defense to Sandwich and the towns below. In 1675 one reverse at Rehoboth, early in the war, cost the Cape twenty men—Barnstable six, Yarmouth and Sandwich five each, and Eastham four. The almost entire command of Captain Pierce of Scituate—fifty men and twenty Indians—was massacred, including the captain himself. The names of the Barnstable men lost were: Samuel Child, Lieutenant Fuller, John Lewis, Eleazur Cobb, Samuel Linnet and Samuel Boreman or Bowman. We are unable to find the list from the other towns. The Indians lost were Cape Indians, and only one was permitted to return.

The Indian Amos, who escaped, was of the Barnstable quota, and not only fought bravely to the last, but practiced the usual strategy to escape. He saw that the hostile tribe had blackened their faces to distinguish themselves from the friendly Indians, and as a *dernier ressort* he wet some powder, blackened his own face and passed through safely.

Before the close of the year, seven hundred Indian warriors had fallen, among them twenty-five sachems; and many deaths followed from wounds. Many women and children were slain in the burning of six hundred wigwams. Of the colonists, six captains and eighty privates were slain and many wounded. In 1676 a new levy of men from the towns was required. The quota from the Cape towns was: Barnstable, thirty; Sandwich, twenty-eight; Yarmouth, twenty-six; and Eastham, eighteen. All boys under sixteen years were required to join the town guard. Three months later Barnstable was required to furnish sixteen pounds and fifteen men; Sandwich the same; Yarmouth fourteen pounds and thirteen men; and Eastham ten pounds five shillings and ten men. In July of the same year other heavy war rates were levied on the towns.

August 12, 1676, King Philip, the deadly foe of the Plymouth colony, fell; his head was brought to Plymouth, which occasioned a general thanksgiving. From his death the extinction of his tribe may be dated. The termination of this terrible war was of great importance to the exhausted colonies, as during its active prosecution six hundred of the best men had been lost and thirteen of the towns of the settlers had been destroyed. The debts of the war fell heavily upon the early towns of the Cape, and many years elapsed before they were liquidated.

The policy of the colony toward the defeated Indians was so severe that the Indians in the vicinity of Sandwich and Barnstable grew restless, and prudence was required to restrain them, and especially to hold them friendly to the English. The residence of Mr. Hinckley, while he was abroad on public duties, was guarded, and at Sandwich a guard was kept as a matter of safety and to prevent any communication between the friendly and hostile tribes. This condition of affairs gradually disappeared; the Indians of the Cape continued friendly in their relations; and although the four primitive towns of this territory of which we write had suffered greatly in many ways, the same people, with those of other towns, had many privations yet in store.

FRENCH AND INDIAN WARS.—In 1690 other troubles than those engendered by the former usurpations of Andros were developing to agitate the inhabitants of Barnstable as well as other counties. The war with the French and their Indian allies was inevitable, and the

Plymouth colony must bear its proportion. It was ordered that men be raised to go to New York and other places against the enemy; of these Barnstable county was to send nineteen—Barnstable five; Sandwich, Yarmouth and Eastham four each; and Monomoyick and Succonessit one each. (As the two latter towns were soon after known as Chatham and Falmouth, these names will be used.) But soon after the county was pressed to furnish forty-six more men—Barnstable twelve; Sandwich, Yarmouth and Eastham ten each; and Chatham and Falmouth each two; also, the county was compelled to furnish twenty-two Indians. The same year the county was taxed £452, 4s., 9d. for the expenses of the war, and this additional burden was distributed among the towns, Barnstable paying the largest sum and Falmouth the least. The full account of this campaign may be found in Hutchinson's History of Massachusetts Bay.

The treaty of Ryswick in 1697 temporarily closed the seven years of war, and permitted the inhabitants of the Cape towns to resume for a short period their wonted avocations.

In 1702, during the reign of Queen Anne, difficulties again arose between England and the French and their Indian allies. For years this war continued, with all its horrors of Indian inhumanities instigated by the French; and frequent requirements were made upon the Cape towns for men and money; until, in 1713, the peace negotiations at Utrecht again quieted the disturbing elements. It was then estimated that for some years not less than one-fifth of the inhabitants of the towns had been engaged in actual service, while those at home had been subjected to constant fears and alarms, as well as the most onerous pecuniary burdens.

In 1691, for the relief of the towns from the burdens of war, and in the scarcity of currency, the court issued bills of credit and made them current for the payment of all public and private debts. In 1711, to still further relieve the people, a series of forty thousand pounds was issued. These sinews of war perhaps temporarily gave relief; but their depreciation in after years fell heavily upon the soldiers who had received them for pay. In 1721 and 1727 the general court issued more of these bills to be loaned to the towns, and which were sent to them in proportionate amounts. These bills, when first issued, had been redeemed by the general court until 1704, when their redemption was indefinitely postponed. Their value slid down the scale of depreciation according to the denomination of "old tenor," "middle tenor" and "new tenor," which terms were applicable to the age or issue of the bills. In 1749 England sent to Boston 215 chests, each containing three thousand dollars in silver, also one hundred casks of copper—seventeen cart-loads of the silver and ten of the copper—to redeem these bills.

The bills were paid at the treasury at the rate of forty-five shillings in bills of the old tenor, or 11s. 3d. in new tenor, for one Spanish dollar.

In 1744 another war between Great Britain and France was commenced, and the Indians, through French influence and the bounties for scalps, attacked some New England towns. Many persons from the Cape were pressed into the service, many were taken prisoners and many killed during a bloody war of nineteen years. In 1745 the march against Cape Breton and the taking of Louisburg—the Gibraltar of America—were events of great moment in the history of those days. Colonel Graham's regiment did valiant service there. The captains were Jonathan Carey, Edward Dimmick, Elisha Doane, Sylvanus Cobb, Israel Bailey, Gershom Bradford and Samuel Lombard. Wolcott's regiment of Connecticut forces had Captain Daniel Chapman and Lieutenant Lothrop from the Cape. The French had fortified Louisburg at a vast expense, and supposed it impregnable to the assaults of any force. The ire of the French nation was so aroused that in 1746 the largest armament that had yet been sent was despatched to the New World under Duke d'Auville to recover Louisburg and aid the Canadians and Indians in devastating and distressing the New England colony. This armament of eleven ships of the line and thirty smaller vessels of war, besides transports bearing three thousand regulars, was reduced more than one-half by storms and losses, while sickness carried off many more after the arrival, and the remaining vessels one by one returned to France. The impressments by the mother country for men from the towns were excessive during these stirring events, and it is a matter of historical significance that in 1749 Truro and other towns petitioned against the injustice, and many towns denounced it an outrage. The feeling engendered on the Cape by the unjust drain of its means and best men had not been entirely forgotten a score of years later when, just prior to the revolution, the placing of other burdens was attempted.

The peace of Aix-la-Chapelle in 1749 was hailed with joy by every town, but in 1753 Great Britain charged France with a violation of the treaty, and the preparations for war were again made. In 1755 troops arrived from England, the colonies again raised their proportion, and expeditions went against Fort Du Quesne and other vulnerable points of the French possessions. To furnish men for this and other expeditions of the previous year, the Cape towns had been sadly depleted, and in 1758, when more soldiers were sent out for the reduction of Canada, one-third of its efficient men were in service. The conquest led to the peace of Paris in 1763, and the concession to England of Canada and other French possessions. Great Britain became really the arbiter of the seas and of the New World. Those who sur-

vived the rigors of the northern winters, the confinement in prisons and strife of battle were again allowed to seek their humble homes and assist in bearing the burden of debts created by the demands of the long war. The courage and strength of the people of the colony were evident to Great Britain, and to most effectively secure a permanent sovereignty over them seemed to be the desire of the parliament. But the attempt to force the payment of a portion of her own debts upon the colonists who had been made to suffer, and had been also deeply burdened in her service, was the act that deprived the mother country of the colonies which she so much desired to retain.

REVOLUTIONARY WAR.—In 1765 Great Britain, to relieve her treasury, which had been depleted by successive wars, assumed the right to tax her colonies in America. Of the taxes imposed, the stamp act and that on tea were the most odious. The repeal of the former in 1766 did not allay the indignation of the colonists. Petitions and remonstrances were of no avail, and the determination to resist was increased by Great Britain's persistent assumption. In 1768 meetings were held in the several towns and resolutions passed "that we will purchase no imported goods until the tax be repealed." Powder houses were erected in some of the towns of the county and other preparations of a warlike character were made. The presence of soldiery in front of Boston in 1769 fanned the latent spark into an increasing flame; and when in March, 1770, in an affair near Faneuil Hall, Boston, five of its inhabitants were shot down by the British, the flames became irrepressible. In 1773 organizations called "Sons of Liberty" sprang up in nearly every town, and strong resolutions of resistance were passed. The last of the tea ships sent to these shores was wrecked on Cape Cod and most of its cargo lost; but the knowledge that it was the last, and that the entire cargo of tea was steeping in ocean brine, did not dampen the determination of the patriots of this county. Frequent meetings were held and the vote unanimously taken "to resist the sale and use of the article, if needs be, in blood to our knees." The towns of the county have in their records many earnest evidences of the zeal of the inhabitants. The subsequent throwing overboard of 342 chests of tea in Boston harbor by patriots disguised as Indians, and the many acts that led to the war for liberty, are matters of a more general history.

In the acts of the entire colony in opposing the claims of Great Britain, the people of Barnstable county acquiesced, and in many of the most daring were foremost. In September, 1774, the residents of Sandwich, joined by many from the towns west, marched to Barnstable to intercept the sitting of the court of common pleas. This was not only effectually accomplished, but the body of the people obtained the names of the judges to a promise that they would not accept of

any duties in conformity with the unjust acts of parliament, and that if required to do any business contrary to the charter of the province they would refuse. This uprising of the citizens of this county was one of the first overt acts of the colony, and it was followed by requests to military officers to resign the commissions held under an authority that would, if it could, reduce them to slavery and obedience. This request was generally acceded to by all who held military and civil commissions in the county. While we cannot in our limited space give the entire proceedings of the daring acts, the patriots who served as leaders and committees were: Simeon Wing, Nathaniel Freeman, Stephen Nye, Zacheus Burge, Seth Freeman, Eliakim Tobey, Joseph Nye 3d, Micah Blackwell, Josiah Haskell, Aaron Barlow, Joseph Otis, George Lewis, James Davis, John Crocker, jr., Nathan Foster, Thomas Sturgis, Solomon Otis, John Grannis, Elisha Swift, Ebenezer Nye, David Taylor, John Chapman, Joshua Gray, Thomas Paine, Nathaniel Downs, Doctor Davis, John Doty, Daniel Crocker, Ebenezer Jenkins, Eli Phinney, Lot Nye, Moses Swift, Daniel Butler, jr., Daniel Taylor, Isaac Hamblin, Joseph Crowell, Benjamin Freeman, John Freeman, Lot Gray, Job Crocker, Amos Knowles, jr., Samuel Smith, David Greenough, Dr. Samuel Adams, Jonathan Collins, Deacon Bassett, Richard Sears, Salathiel Bumpas and Malachi Ellis.

Another Cape patriot—James Otis, jr.—arose in court, in 1761, at Boston, where the legality of “the writs of assistance” was being argued, and said: “I am determined to proceed, and to the call of my country am ready to sacrifice estate, ease, health, applause and even life.” At the town meetings of the towns of the county it was voted to oppose the tyranny of Great Britain at the risk of fortunes and lives. Some of the citizens were not thus zealous in the cause, and in the language of that day these were called tories. The Otis papers and other histories give accounts of bitter altercations in some towns of the county; but this fact did not defer the action or dampen the zeal of those engaged in the cause. The peculiar position of the county, topographically, its extended and exposed sea coasts, and the consequent evil to their own shipping and fishery did not cause hesitation in acts that tended to bring on the prolonged war. During the blockade of Boston by the action of the port bill, the towns of this county contributed liberally in money, wood and provisions to the wants of the people of that city, and sustained them in all their resolutions.

November 16, 1774, a county congress was held in Barnstable, at which Hon. James Otis was chosen moderator, and Colonel Joseph Otis clerk; Colonel Nathaniel Freeman, Joseph Otis, Thomas Paine, Daniel Davis and Job Crocker were appointed a committee to com-

municate with other counties; and the same gentlemen, with Captain Joseph Doane and Captain Jonathan Howes, were appointed as a committee to consider the public grievances and report at an adjourned meeting.

But the time had arrived when the edict that "the country shall be free" must be enforced by the privations of war. The happy firesides and rural avocations must be exchanged for the stern duties of a military life. Many noble deeds were performed in the struggle that followed, which are, and ever will be, unrecorded; for no historian can give the people of the Cape their full meed of praise.

In 1775 the first din of battle was heard when General Gage sent troops to Concord to destroy the stores of the provincials, and seven hundred men along the road put to flight one thousand seven hundred of his royal army. Then the couriers went out crying, "the war is begun." No one lives to remember the thrill of determination that vibrated along the Cape to its extremity when that cry leaped from town to town. The year was an active one in levying men for the defense of the coast, and Major Hawley, Mr. Sullivan, Mr. Gerry and Colonels Orne and Freeman were appointed to report proper regulations for minute men. Major Joseph Dimmick, with a sufficient force, was commissioned to repair to Nantucket and other islands and arrest those who were supplying the enemy with provisions. The defense of the coast was entrusted to four companies; of Company 1, Nathan Smith was captain; Jeremiah Mantor, first lieutenant; and Fortunatus Bassett, second lieutenant; of Company 2, Benjamin Smith, captain; Melatiah Davis, first lieutenant; and James Shaw, second lieutenant; Company 3, John Grannis, captain; James Blossom, first lieutenant; Samuel Hallett, second lieutenant; Company 4, Elisha Nye, captain; Stephen Nye, jr., first lieutenant; and John Russell, second lieutenant.

In January, 1776, General Washington called for six regiments of 728 men each, to be raised in the province, of which 260 men were to be furnished by Barnstable county. The committee to direct this duty in the county were Colonels Otis and Cobb. Barnstable and Plymouth counties together raised one entire regiment, of which Colonel Carey of Bridgewater was commandant; Barachiah Bassett of Falmouth, lieutenant colonel; Thomas Hamilton of Chatham, adjutant; and Nathaniel Hall of Harwich, surgeon mate. Still later, in January, another regiment was called from the same source to go to Canada. Many of these men were Mashpees, who made valiant soldiers. On the 31st the militia of the county was divided into two regiments and the general court appointed the officers; for the first, including Barnstable, Sandwich, Yarmouth and Falmouth, Nathaniel Freeman, colonel; Joseph Dimmick, lieutenant colonel; Joshua Gray,

first major; and George Lewis, second major; for the second, including the towns of Harwich, Eastham, Chatham, Wellfleet, Truro and Provincetown, Joseph Doane, colonel; Elisha Cobb, lieutenant colonel; Zenas Winslow, first major; and Gideon Freeman, second major; Dimmick declined in favor of Colonel Enoch Hallett, and accepted the position of first major in place of Gray, who declined.

The battle of Bunker Hill had been fought and war was at the very door of the Cape. The general court ordered that all persons save the merest portions of rags for the manufacture of paper, which, by the action of the revolted colonies and the condition of affairs, could not be otherwise obtained. In February, 1776, subscriptions were opened to give all who had silver and gold the opportunity to exchange the coin for bills, and Colonels Otis and Doane were appointed receivers for this county.

During the year General Washington required the court of the colony to furnish a large quota of blankets for army use. The selectmen of the towns of the Cape were required by the court to assist in gathering these blankets, and the sum of £190, 9s., was placed in the hands of Captain Amos Knowles of Eastham for their purchase. Again men were required; this call was for 203 men from this county. Barnstable raised forty-five men, Sandwich, Yarmouth, Harwich and Eastham, forty each; Wellfleet, eighteen; Chatham and Falmouth, twenty-six each.

In March, 1776, during the most diligent action to supply the camps of war with necessary supplies, the Cape, by its peculiar topography and shoals, had another interposition of Providence by the casting ashore at Provincetown of a sloop load of the enemy's goods; these, with the transport load that was cast upon the beach the same month at Truro, went far in relieving the needs of the army. The need of coats, waistcoats and breeches was still felt, and Joseph Nye of Harwich was appointed to procure as many as he could in Barnstable county.

July 4, 1776, the Declaration of Independence was passed. This was hailed with joy by all the colonies, and more especially on the Cape, where public meetings had been held in June, in which the people had pledged their property, honor and lives in its support.

Battle followed battle, and the tide of war drifted from Boston harbor to the southwest. On the 10th of July one from every twenty-five men liable to military duty was taken from Barnstable county, and Joseph Nye of Sandwich, and Amos Knowles, jr., of Eastham were appointed by the court to make the draft. The men were ordered to Rhode Island, and for their transportation Joseph Nye and others were appointed to purchase sixty whale boats, to be delivered at Falmouth or some convenient place on Buzzards bay. This draft

of men from the Cape was more severely felt than any former ones of the war, for many were engaged on the sea and were enumerated among those liable to do military duty.

The year 1777 opened with many privations to the people of the county. The most of the fishing vessels were rotting at the wharves; the traffic was gone. The farmer might plant, but perhaps the next draft would not leave him to harvest. But they hopefully looked to the desired result. Those at home, not only on the Cape but throughout the colonies, realized that those in the field and at Valley Forge were also enduring hardships; and the vote of the town meeting was "that the town will provide for the families of the absent." The prison-ship inhumanity of the enemy was more severe upon the residents of the Cape than upon any other county, for a larger proportion were in the naval service; but to the credit of these men history does not reveal the name of one who preferred British gold or promotion to the loathsome hold. The American privateers were continually harassing the enemy by their success, having captured prior to 1777 nearly five hundred British vessels, for which the people of the Cape were entitled to great credit.

The notes of war were heard along the Atlantic coast, and early in 1777 the general court resolved to draft every seventh man in the colony to complete the required quota. This was a serious blow to this Cape, for it was ordered to make the draft from all over sixteen years of age, at home and abroad. In June of the same year eighty-eight more men were drafted from the county to proceed to Rhode Island, and August 17th still more were ordered, with field pieces, to protect Truro from the invasions threatened from British men-of-war.

The surrender of Burgoyne, October 22, 1777, caused rejoicings throughout the land, and the court set apart a day for a general thanksgiving. But the end was not yet. In April, 1778, the county of Barnstable was required to furnish seventy-two more men; Yarmouth, fourteen; Barnstable, fifteen; Eastham and Harwich, twelve each; Sandwich, eight; Falmouth, six; Chatham, Wellfleet and Truro, five each, including officers. This had hardly passed when on June 12th this county was desired to send seventy-eight more men, also 505 each of shirts and pairs of shoes and stockings. Of these articles Barnstable furnished eighty-two of each; Yarmouth, seventy-three; Eastham, sixty-five; Harwich, sixty-four; Sandwich, fifty-five; Wellfleet, forty-five; Falmouth, forty-three; Truro, forty-two; Chatham, thirty; and Provincetown, six. The penalty for any delinquency was thirty pounds.

The drafts came so frequently that upon receipt of a letter from General Otis as to the danger of the Cape from British hordes, in which he said, "it is like dragging men from home when their houses

are on fire," the court in September ordered that "inasmuch as the militia of the county have been and continue to be greatly harassed by the appearance of the enemy's ships and the landing of troops in their vicinity, the county be excused for the present from raising men agreeably to the order of the Council." But this order of the council applied to fifty men ordered to go to Providence; those already ordered were furnished in the best possible manner.

Among the known disasters on the sea the shipwreck of the *Gen. Arnold*, December 24, 1777, was one of the most distressing. This vessel mounted twenty guns, with a crew of 105 men and boys, Captain James Magee, commanding. In company with the sloop of war *Revenge*, of ten guns, the *Gen. Arnold* sailed from Boston, ordered south on duty. In the bay the vessels encountered a violent storm, and the *Revenge* weathered Cape Cod and was saved; but the *Arnold*, on December 25th, went ashore in Plymouth harbor, and nearly all her crew perished from cold. Of those on board who perished the twelve from Barnstable were: John Russell, captain of marines; Barnabas Lothrop, jr., Daniel Hall, Thomas Caseley, Ebenezer Bacon, Jesse Garrett, John Berry, Barnabas Howes, Stephen Bacon, Jonathan Lothrop, Barnabas Downs, jr., and Boston Crocker, a negro servant. These were all from the East parish.

Some good news was occasionally had in the shifting scenes of war, as was seen by the wreck of the British ship *Somerset*, which was stranded November 8, on the banks at Truro. The crew of 480 men, under Colonel Hallett, were marched to Boston as prisoners of war.

In 1779, June 8th, more men were called for to re-enforce the continental army, and June 21st the county was again required to supply its quota of shirts, shoes and stockings. The number of men to be drafted was eighty-seven and the number of wearing apparel was again 505. Colonel Enoch Hallett was to receive the clothing. The reader may be surprised by the frequency of these draughts for men, and the compulsion, with forfeiture, to supply wearing apparel; but with the surrender of Burgoyne the war did not close. Lord Cornwallis was in the south with a still larger force, and the war was yet in active progress. General Sullivan's expedition against the Six Nations, the powerful confederacy of Indians of New York, was sent out this year. The levies of men from the county of Barnstable were only its quota of the whole number raised from the several colonies. That these frequent drafts were all promptly met, even in this county, could hardly be expected; but it is known that the record of the Cape towns was no exception to others of the province in this relation.

The year 1780 dawned with many depressing circumstances. The currency of the country had now depreciated to one-thirtieth of its face value, and business everywhere was greatly impeded. In May

of this year, 187 men and a large quantity of beef were levied upon the county. The burden of these demands, removing from the county nearly all the able-bodied men and all the beef fit for food, may be imagined. The beef demanded was 71,280 pounds—Barnstable, 15,510; Sandwich, 11,120; Yarmouth, 10,090; Chatham, 3,860; Truro, 3,680; Eastham, 7,250; Harwich, 8,250; Wellfleet, 3,620; and Falmouth, 7,800. This was followed in December by a demand for 156 more men from the county—Barnstable, thirty-one; Sandwich, twenty-two; Yarmouth, twenty-four; Eastham, seventeen; Wellfleet, eight; Chatham, nine; Harwich, nineteen; Falmouth, seventeen; and Truro, nine. Again in December of this year, the commonwealth's proportion of specific supplies for the army was 4,626,178 pounds of beef, of which Barnstable county was to supply 136,875 pounds. In lieu of beef at £3, 7s., 6d. per cwt., grain could be substituted at the rate of seven shillings per bushel for rye, five shillings for corn, three shillings for oats and seven shillings for peas.

Would it surprise the reader to know that, under all these requirements, some of the towns of the various colonies should petition for an abatement of their levies? Would it be to the discredit of the Cape towns to be compelled to seek relief? Harwich, Chatham, Eastham and Yarmouth at this time asked for an abatement of the levies, for they had not and could not procure the beef. In May, 1781, other towns followed in similar petitions, and upon the refusal of any abatement, found it impossible to comply. A meeting of delegates chosen for the purpose was held at Barnstable, at which Dr. John Davis was chosen to present to the general court the fact "the inequality of the burdens of the Cape seem not to have been well considered by the government heretofore; that to pay taxes equal to those more favorably circumstanced, and to be obliged to provide clothing in equal proportion to others, besides the needs of the families of the soldiers, was a sufficient sacrifice without being enjoined to stand side by side with agricultural towns in supplying beef for the army." But this appeal to the court was not made until the commander-in-chief had asked for another supply of beef, of which this county's quota was 56,489 pounds.

The year 1781 was a deplorable one for the whole country, and at the opening of 1782 the horizon was still darker. The condition of the continental army was distressing. Baron Steuben wrote of his command from Fishkill, May 28th: "Yesterday was the third day of our army having been without provisions. The army could not make a march of one day. The distresses have arrived at the greatest possible degree." General Greene, August 13th, wrote: "For three months, more than one-third of our men, were entirely naked, with nothing but a breech-cloth about them, and never came out of their tents; and

the rest are ragged as wolves. Our condition was little better in the matter of provisions." This deplorable condition of affairs was not confined to the army; destitution was everywhere in the colonies; and in no place was it more severely felt than on the Cape. But to replenish the ranks of the army, so depleted by sickness and mortality, General Washington in March required one thousand five hundred men for the Massachusetts line, of which the quota for this county was thirty-six. The same month the state treasurer, having been petitioned, was directed "to recall the executions issued, and to stay future executions for two-thirds of the taxes, until further ordered."

The darkness that precedes the dawn was exemplified by the condition of the army and the provinces at the opening of 1783. Every department of the forces and every town of the land was in most straitened circumstances. But the dawn of peace—the full sunshine of liberty—approached; at Versailles articles had been signed which acknowledged the freedom and sovereignty of the colonies, and April 19th General Washington proclaimed the cessation of hostilities. The rejoicings of a happy people, after eight years of strife and suffering, may be conjectured but cannot be described.

The war cost England one hundred million pounds sterling and fifty thousand of her subjects, beside the loss of her much-coveted colonies. The colonies furnished during the period 288,134 men, of which 83,242 were sent from Massachusetts, showing conclusively the importance of this colony in the struggle for liberty.

The destitution of the colonies, and especially of the Cape, for several years need not be recited. Not until 1790 did congress redeem the bills that had been issued to pay the soldiers and carry on the war, and then only one dollar in coin was received for one hundred dollars in bills. The collection of taxes from a people so prostrated caused difficulties, of which the so-called Shay's rebellion, in 1786, was the most important. This insurrection against the state government of Massachusetts was occasioned by the discontent of certain persons who arrayed themselves against the collection of taxes and debts. To subdue this rebellion four thousand men, under the command of General Lincoln, were ordered into service; and then, not until a well-directed fire into their ranks, killing many, did the insurgents conclude to discontinue the unequal contest. A similar spirit of insubordination was exhibited in New Hampshire. The governor of Massachusetts, under date of November 27, 1786, issued a proclamation to the sheriff of Barnstable county, directing him to promptly suppress all indications of a rebellion against the laws, and to call upon the military for assistance. As the residents of the Cape have ever been among the most loyal to law and order, it is just to suppose that this

order of Governor Bowdoin was issued alike to the sheriffs of every other county of the state; and this, considering the exigency of the times, perhaps was the duty of the executive branch.

WAR OF 1812.*—After the restoration of peace, at the conclusion of the revolutionary war, the French revolution took place and France declared war against England. This war continued from 1793 until the treaty of peace at Amiens in 1802. But this treaty was of short duration, for England became so excited by the aggressive policy of Napoleon that war was declared against France in May, 1803, and soon all the European powers were again involved in hostilities. The United States was almost the only power that preserved its neutrality. Being thus at peace with the two great nations—England and France, a flourishing commerce, unprecedented in the history of the country, grew up in America, which produced a high degree of prosperity in the commercial portions of the United States, and Barnstable county received a remarkable touch of this new impetus given to sea going business, as a large part of its citizens were engaged in maritime pursuits.

But these favorable advantages were not long enjoyed by the citizens of the United States, for Napoleon, in 1806, issued the famous Berlin Decree, by which the British islands were declared to be in a state of blockade, and all commerce, intercourse and correspondence with them were prohibited. In consequence of such restrictions the commerce of the United States with England was much embarrassed, and was carried on at a risk of seizure. The British government, aggrieved by the Berlin Decree, put forth a retaliatory measure by which American commerce received another damaging blow; to the effect that all neutral vessels trading with France should be confiscated. This order was followed by another in 1807, by which all trade in French goods and the goods of other nations with which England was at war, was entirely prohibited. Then followed an order by Napoleon called the Milan Decree, by which every vessel of whatsoever nation, that had been searched by an English vessel and had consented to be sent to England, was to be considered as a lawful prize. By such acts and measures on the part of England and France, a fatal blow was aimed at American commerce, and the course pursued by the two hostile nations was disastrous to the prosperity of this country.

The blockade of the European ports from Brest to the Elbe, declared by Great Britain and not maintained by an actual naval force, was by the United States government looked upon as a "paper blockade," and therefore of no avail, and any seizure made by British vessels of American commerce was a palpable violation of the rights of a nation occupying a neutral position in time of war. Owing to the

* By Joshua H. Paine, Esq., of Harwich.

dangers threatened to commerce by the "decrees" of France and the "orders in council" of Great Britain, the United States government, under Jefferson, laid an embargo on all exports from the United States, the object of which was to retaliate on the position taken by France and England in relation to commercial intercourse with these two great powers of Europe. But the embargo became very unpopular and worked very disastrously to the shipping interest of this country, and in no other section was there greater suffering and prostration of business than in the maritime industries of Cape Cod.

The embargo was repealed by congress in 1809, and was followed by an act, called the "Non-intercourse law," by which all trade and intercourse with France and England were prohibited. Neither the embargo nor the non-intercourse law had any effect in causing the British government to recede from the offensive position it had taken, or France to revoke its "decrees," so fatal to American commerce. By such obstinacy on the part of both nations, and in view of the threatened outrages to American commerce, it was a question for some time whether to declare war against France or England, but the persistency of the British in intercepting American vessels and impressing British seamen therefrom decided the question, and war was declared against England by President Madison, June 19, 1812.

Hon. Isaiah L. Green, member of congress from the Barnstable district, voted for the act declaring war, and appears to have been sustained in so doing by the citizens of the district, as the following preamble goes to show: "Resolved that the Hon. Isaiah L. Green, our Congressional representative, has done nobly, and deserves well of his country, and that he enjoys the confidence of his constituents."

As a large part of the business of Cape Cod was upon the ocean, no portion of the country would be subjected to greater deprivations and inconveniences than Barnstable county by the operations of war, and the people dreaded the issue; but still they considered it just, necessary and unavoidable, and acquiesced in all measures of the general government in its prosecution; being ready at all times to engage in the defense of the country, both on sea and land, in order that those rights for which the war was waged might be obtained.

Soon after the news had reached England that war had been declared, British men-of-war began to hover around the New England coasts. All communication by water with Boston and other commercial ports on the New England coasts was cut off by British ships of war cruising about the bay, and when at anchor they would send out their barges to capture the small craft that might venture out in quest of fish, or those that undertook to make a passage from port to port along shore.

The whole of Massachusetts bay was under complete control of the British during the war, and no part of the state was more annoyed and menaced than the several towns of Barnstable county. The *Spencer*, of fifty-two guns, held possession of Provincetown harbor, and was considered by the people of the Cape the "Terror of the Bay." The frigate *Nymph* and the *Bulwark*, each carrying seventy-four guns, guarded the shores of the upper Cape towns and also the Plymouth coast, and proved to be quite vigilant in intercepting and destroying navigation. The admiral's ship, *Majestic*, lay at anchor between Truro and Provincetown, and it is said that the crew, for exercise in naval training, would practice gunnery, having for a target an old wind mill standing in Truro.

On the south shores of the Cape the *Nimrod* did much mischief by frequent attacks upon vessels and boats that attempted to venture out far from land, and the towns bordering on the sound were kept in constant fear and trepidation by the oft repeated threats of her commander to bombard and burn the "little villages by the shore."

The British privateer *Retaliation*, of five guns, cruised up and down the sound, and was a great annoyance to the small craft that sailed "along shore." She was finally captured by Captain Weston Jenkins, of the sloop *Two Friends*, while lying at anchor in Tarpaulin cove, and was brought to Falmouth as a prize of considerable value to a brave and determined crew of thirty-two men.

Notwithstanding the constant presence of British cruisers in the bay and sound, quite frequently some bold and intrepid adventurers, under the cover of night, would elude the vigilance of those armed vessels and in their little craft would succeed in reaching a distant commercial port, obtain a cargo, and return again to their place of departure in safety. The great scarcity of corn which prevailed upon the Cape during the war compelled some of the more daring captains to run the risk of being taken by the enemy, and by discreet and crafty maneuvering they would succeed in bringing a load now and then from the southern ports, and necessarily it was sold at a very high price. Several vessels and a number of large boats were, however, captured and destroyed, the enemy confiscating the cargoes and setting the men found on board at liberty. The packet sloop plying between Barnstable and Boston, commanded by Captain Howes, was taken by the frigate *Nymph*, and with her cargo was burned. S. B. Phinney of Barnstable, then a lad of six summers, a passenger with his father, was on board at the time of the capture, but was soon set at liberty. In many instances the crews of captured vessels were held as prisoners subject to a ransom from their friends.

Commodore Raggelt, of the ship *Spencer*, made frequent demands upon several of the Cape towns for payments of certain sums of money

to secure exemption from an attack, and to prevent the destruction of property. The town of Brewster, being so harassed and threatened by the enemy, paid four thousand dollars, the sum demanded. Eastham paid one thousand dollars, but the other towns positively refused to make any contributions. The people were determined to defend the towns to the last extremity. Military companies were formed in all parts of the county, and were in readiness at all times to march to any point where the enemy might attempt to land. Committees of safety were appointed in the most exposed towns, the duties of which were to watch the movements of the British cruisers in the bay and report at headquarters whenever any hostile demonstrations were made. Alarm posts were established in all the towns, and a code of signals fixed upon to give warning to the militia and "yeomanry of the land" whenever the enemy appeared in view. Sentinels were detached from the several companies to guard the shores.

In view of the exposed situation of the Cape to the depredations of the enemy, frequent appeals were made to the state government for a supply of artillery and other munitions of war. Collector Green of the port of Barnstable, asked for a detachment of flying artillery and a supply of military stores, and Simeon Kingman, Esq., of Orleans, acting as an agent of the town, went to Boston bearing a proposition, the substance of which was that an artillery company would be formed if the government would furnish the necessary equipments. Both gentlemen were unsuccessful in their efforts to obtain assistance from the state, and it became very apparent that the Cape must furnish its own protection, although Governor Strong, in his speech before the state senate and house of representatives, October 14, 1812, says: "We have in this state several hundred miles of sea-coasts and more than one hundred of the towns may be approached by the enemy's ships. * * * It will be necessary that the whole militia should be armed and equipped in the best possible manner and ready to march at the shortest possible notice, and in case of invasion, that arms should be in readiness for every man who is able to bear them."

Not a large number enlisted to join the army on the northern frontier from the Cape. Their services were required in protecting their own homes. During the continuance of the war the citizens of Barnstable county able to bear arms were constantly on the look-out, ready to spring to their guns whenever the alarm was given of a threatened invasion, and they might with propriety be called "minute men," so ready and determined were they to beat back the invading foe.

In the spring of 1813, Lieutenant Proctor opened a recruiting office in Harwich, and a number enlisted from that and adjoining towns to join the army in the vicinity of the Lakes. On the fifth

of April, 1813, they departed for the seat of war on the northern frontier. Great were the hardships and sufferings they endured on their long march through the then unsettled portions of Massachusetts and New York. They joined the forces under General Brown and were in the battles of Sackett's Harbor, Lunday's Lane, Fort Erie and Bridgewater.

A number of men from the Cape entered the navy and did valiant service. Two of the crew of the United States frigate *Constitution* were Harwich men, when she captured the British frigate *Guerriere*.

The brig *Reindeer*, Captain Nathaniel Snow, of Truro, having a crew mostly of Cape Cod men, sailed from Boston in the month of December, 1814, under letters of marque to cruise in the vicinity of the Western islands and on the coast of Spain, to capture and annoy the British commerce. They encountered a terrific gale in the Bay of Biscay, and came very near being lost. Between the Western island and the mouth of the English channel they captured six prizes. After removing portions of the cargo, they burned the vessels. They fell in with several other fleets of merchantmen, but as they were of superior strength and under a strong convoy, they were obliged to withdraw, and sailed for the harbor of Corunna, a seaport of Spain, in the province of Galicia. Before the vessel was ready for sailing they received the intelligence that peace had been declared between the United States and Great Britain.

During the last year of the war the people of Barnstable county experienced the greatest deprivations of the necessities of life. The intercourse between the states was so far interrupted that a small quantity only of flour and corn could be obtained from the southern ports, and the small amount that was in the market brought great prices. Flour sold for eighteen dollars per barrel, and corn brought \$2.50 per bushel. It was almost impossible for vessels to reach the West Indies and return in safety, consequently molasses and sugar were very scarce. The good housewives, however, would improvise a kind of molasses from cornstalks and pumpkins, which was quite a good substitute for the real article, serving an excellent purpose in the culinary department, besides making the wives of those days doubly sweet to their lords, and each could say of his wife, with Milton,

“Love, sweetness, goodness in her person shined.”

On account of the geographical situation of Cape Cod, projecting about sixty miles out into the Atlantic ocean, and all the towns thereon being approachable by water, no part of the country was more exposed to the rapacity of the enemy than this portion of Massachusetts. The inhabitants were in constant fear and trepidation during the war, thinking that the foe might at any time land and devastate their homes.

As the British cruisers were most of the time in the eastern portions of American waters, Cape Cod was in proximity to the scene of several naval conflicts, and it was no uncommon sound for the people to hear the heavy roar of artillery as it came booming over the bosom of old ocean. The heavy cannonading of that celebrated naval duel between the *Chesapeake* and *Shannon*, off Boston harbor June 1, 1813, was distinctly heard by the people of Cape Cod.

The town of Falmouth was greatly harrassed by the British during the war. A bombardment took place at one time by which the meeting house and several dwelling houses were slightly injured. It is a matter of wonderment that they did not entirely destroy the town, as it was so exposed to the range of their guns, and possessing as they did a spirit of vandalism which manifested itself afterward in bombarding Stonington, Conn., burning the capitol at Washington, the congressional library and other public buildings, besides destroying private dwellings and storehouses.

A demand was made upon Orleans by the British for the payment of a certain sum of money as a protection against the destruction of property and for the safety of the inhabitants, but the insulting requisition was peremptorily declined. On the 19th of December, 1814, they attempted to land from their barges and put into execution their oft-repeated threats. Their movements were quickly observed by the citizens, an alarm was given and in a short time the militia of the town was at Rock harbor, the place of operations. A lively encounter took place and one or more of the invaders were killed. After a short skirmish they were repulsed and returned to their ship, which was at anchor outside of the bar. The militia of the adjoining towns, on learning that demonstrations were being made at Orleans, started at once for the scene of action, but did not arrive in season to take part in the action. This little skirmish was styled the "Battle of Orleans," and about sixty years after the participants or their surviving widows obtained, under an act of congress passed March 3, 1855, land warrants of 160 acres as a bounty, and a few were granted pensions under an act of congress passed March 9, 1878, giving a pension to all sailors or soldiers who were in any engagement during the war of 1812.

A report reached several of the Cape towns on the second of October, 1814, that the enemy were making preparations to land at Barnstable. The militia turned out in full force and soon were *en route* for the contemplated scene of action. No attack was made, however, and the several companies returned to their homes after two nights' tarry in camp at Barnstable.

The constant watchfulness and vigilance of the people were evidently known to the British in their armed vessels as they hovered about the bay, and it is highly probable that they would have landed

and done much mischief, even devastated the Cape, had no resistance been offered. But in repelling the invaders the defenders of the soil had the "vantage grounds," for had they attempted to land in force at low tide the militia and citizens under arms could have easily kept them at bay on the treacherous flats, from their fortified positions on the shore, until the tide arose, when they would have been overwhelmed by its flow, like Pharoah's army of old. To have landed at high tide would have been equally as disastrous, for it would have been very difficult for them to effect a landing from their barges in any kind of military order in the face of such a determined opposition as the militia and citizen soldiery presented.

The people of the Cape during the war maintained that spirit of resistance to British tyranny which characterized the American people all over the Union, and in the protection of their homes displayed patient endurance and zealous patriotism.

The downfall of Napoleon in 1814, caused by the allied powers of Europe, put an end to the contest, and the principal causes of the war between the United States and England were removed. The object for which the war was waged having been gained, peace was effected December 24, 1814, at Ghent, the capital of East Flanders, Austria, and ratified by the United States government February 17th following. Again, as Watson has it,

"The stars and stripes, Columbia's sacred flag,
Like eagle's pinions fluttered in the breeze:
And the Red Lion, haughty Briton's emblem,
Discomfited, went howling back with rage,
To lair amidst the white cliffs of Albion."

The news of peace was hailed with joy by the citizens of Barnstable county. Under its glorious sunlight a degree of prosperity soon manifested itself in all departments of business. The hardy fishermen resumed their toils upon the waters without fear of molestation from armed cruisers. Commerce spread its white wings in profusion over the billows, and the industries of the land started up with new life and increased vigor.

CHAPTER VII.

MILITARY HISTORY (Concluded).

The Civil War.—The Election of Lincoln and the Fall of Sumter.—The first Call for Three-Months' Men.—Response from the Cape Towns.—War Meetings.—Subsequent Calls.—Bounties.—Enlistments.—Return of the Volunteers.—G. A. R. Posts.—Monuments.

THE news of the bombardment of Fort Sumter, in April, 1861, greatly affected and changed the feelings of the political parties of the Cape; and when the surrender of the fort by Major Anderson, on the 13th, was announced, the feeling was almost unanimous in favor of crushing the rebellion, the method remaining the only party question. Of the citizens of the Cape large numbers were engaged in various pursuits on the sea; but those at home recognized the issue as inevitable and were at once determined in their action.

On the morning of Monday, April 15th, appeared the proclamation of Abraham Lincoln, calling for seventy-five thousand men for three months, to suppress the rebellion. Its effect was like an electric spark in quickening the resolution and action of the men of this county. The president's estimate was short of the necessities of the movement, as the history of the war abundantly proved; but to his calm and judicious patriotism a grateful nation has erected enduring monuments of granite, and engraved his deeds upon lasting pages of history.

The first official act of this Commonwealth relating to the war was the recommendation by Governor Andrew, in January, 1861, that the adjutant general ascertain with accuracy the number of officers and men of the volunteer militia of the state who would instantly respond to any call of the president of the United States for troops. January 23, 1861, the legislature passed a resolution tendering to the president the aid of the Commonwealth in enforcing the laws; and February 15th an act was approved providing for the retention in service of all militia organizations then existing, and for the formation, "as the public exigency may require," of other companies by the municipal officers of cities and the selectmen of towns. On April 3, 1861, the first appropriation made by the legislature for war purposes was a sum of twenty-five thousand dollars to equip two thousand soldiers for active service. In May of that year the legislature, before its adjournment,

gave full power to the governor and his council to issue scrip, or certificates of debt, in various sums not to exceed seven million dollars, to be expended for the government; and gave authority to towns to raise money by taxation for war purposes, for which the state would reimburse them to a limited extent. Let such patriotism, manifested thus early in the Old Bay State, be forever on record for the benefit of the present and unborn generations! Her militia were first in the field. On the 15th of April, 1861, a telegram was received from Senator Wilson at Washington, requesting twenty companies to be sent to the national capital to act in defense of that city. The request was immediately complied with by sending state militia, whose military history is foreign to this chapter.

The first seven companies enlisted in the state under the call of the president, which were subsequently the first mustered into the service of the United States for the term of three years, were the nucleus of what was actually the first, but misleadingly numbered the Twenty-ninth Regular M. V. These seven companies were those of Captain Chamberlain, raised in Lynn, April 18th; Captains Tyler and Clarke, raised in Boston, April 19th; Captain Chipman, Sandwich, April 20th; Captains Leach, Barnes and Doten, raised respectively in East Bridgewater, East Boston and Plymouth, about April 20th. Thus the Cape raised the fourth of the first seven companies enlisted in Massachusetts within four days after the call.

With only a few hours' notice, a very large meeting was held Saturday evening, April 20, at Sandwich, "to devise means and ways to raise a company of troops for the defence of the country." Theodore Kern called the meeting to order, Dr. Jonathan Leonard was chosen to preside, and E. S. Whittemore was chosen to act as secretary. During the evening \$626 was pledged toward a bounty for the men who should enlist. A committee of nine was chosen to thoroughly canvass the town and raise more bounty money—sufficient to pay twenty dollars to each man. Three men were appointed to wait upon the governor and offer the services of the company. On the sixth of May the company were ready for commands from Governor Andrew, and on the eighth proceeded to Boston. The election of officers of this company was presided over by the selectmen of the town of Sandwich, and the following list of commissioned officers may be pointed to as the first from Barnstable county: Charles Chipman, captain; Charles Brady, first lieutenant; Henry A. Kern, second lieutenant; Alfred E. Smith, third lieutenant; James H. Atherton, fourth lieutenant; and the company adopted the name "Sandwich Guards." This company was at once sent to Fortress Monroe, and formed Company D in the Third regiment of the militia. In July, 1861, it was made part of the Massachusetts Battalion, and in December of the same year was em-

braced in the Twenty-ninth Massachusetts Infantry. This valiant company participated in the battles of Fair Oaks, Gaines' Mills, Peach Orchard, Savage Station, Malvern Hill, Centerville, South Mountain, Antietam, Fredericksburg, and others.

The first special town meeting of Sandwich for war purposes was held May 11, 1861, at which four thousand dollars was voted for the support of the families of those who had enlisted, and five hundred dollars to uniform the first company accepted from the town.

The town furnished, according to the report of its selectmen, 292 men for the army—exceeding the several quotas by two men. Twelve of its men were commissioned officers. The money expended was \$33,081.99, besides \$19,938.55 for state aid. The other towns of the county also called special town meetings, or later ratified the action of their selectmen.

Concerning Yarmouth's action, Hon. Charles F. Swift says: "The part taken by the town in the war of the rebellion is briefly summarized. Informal meetings were held during the summer and fall of 1861, in which material aid for the troops in the field was provided for, volunteering encouraged and hospital supplies sent forward. May 2, 1862, the first legal town meeting was held. James B. Crocker was chosen moderator, and a series of resolutions, presented by Charles F. Swift, adopted. These pledged the aid of the town to the government, and recommended especially volunteering for the navy, as the especial department of the service adapted to our people. July 2d, a town meeting was held to procure enlistments, D. G. Eldridge, moderator. Three years' men were offered one hundred dollars on being mustered in and one hundred dollars when honorably discharged. The town's quota was filled in a few days. August 14th a bounty of \$125 each was offered by the town to nine months' men. December 1, 1863, a meeting was called to aid in the enlistment of '300,000 more' troops, Charles F. Swift, moderator. Oliver Gorham, N. C. Fowler, David Matthews and (subsequently) Freeman Howes were appointed a committee to co-operate with the selectmen in filling the quota. April 24, 1864, a meeting was held to aid in filling the town quota 'under the two last calls of the President,' C. F. Swift, moderator. At this meeting \$125 was voted to each recruit, and June 1st it was announced that the quota was filled, through the expenditure of two thousand four hundred dollars by the citizens' committee. Under the last call for troops citizens' meetings were held in July; \$325 being offered for recruits, and three hundred dollars paid to those who had furnished substitutes. The collapse of the rebellion rendered further effort useless. Yarmouth furnished 250 men for the army and navy, five over all demands. There were fifteen volunteer officers in the navy and three pilots from this town. The expenditures of the town for war

purposes was \$17,017, besides \$3,592.10 voluntarily contributed by individuals, in all, \$20,609.10. The sum of \$4,514.71 was expended in aid of soldiers' families."

Provincetown had the first special town meeting May 2, 1861, at which strong resolutions were passed and ample provisions made for the enlistment of troops. Several meetings were held during the war; the contributions of the citizens for filling quotas were reimbursed, and the town sent to the service fifty-seven men more than were called. Three were commissioned officers in the service. The number reported by the selectmen was 247; but the number much exceeded that. The whole amount of money raised was \$37,452, and for state aid, which was reimbursed, \$7,368.24. It is also a fact that Provincetown paid to the families of volunteers double the amount reimbursed. The ladies of the town organized, in 1862, a Soldiers' Aid Society, which contributed \$2,291.65 in money and clothing. The exposure of this extreme portion of the Cape induced the government to erect earthworks, which were garrisoned by a company of volunteers.

Barnstable commenced raising troops early, and held its first special town meeting May 10, 1861. At this meeting liberal bounties were offered, promises were made for the support of soldiers' families, and money was placed at the disposal of the governor for the assistance of the troops of the state. On the 21st of July, 1862, still stronger resolutions of patriotism and aid were passed, and the bounties were increased. The work of the selectmen and clerk was most arduous, but was cheerfully accomplished. The number of men reported as sent was 272—thirty-five over and above all demands. The acting adjutant general of the state reported that Barnstable had underrated the number sent. Three of these men were commissioned officers. The sum appropriated was \$38,574.15, besides \$19,652.93 for state aid, which was refunded. The work of the Barnstable ladies was important. Three aid societies were organized—one each in its three largest villages—which contributed the sum of \$1,283, and many thousand articles of clothing, bandages and luxuries.

Harwich showed the same earnest determination by calling a town meeting May 10, 1861, at which resolutions were passed to place a coast guard of one hundred men, and raise money to pay bounties for the enlisting of troops. Several meetings were held during 1862 and the bounties were increased; committees were appointed to recruit men and assist the selectmen; and a very liberal appropriation of money was made. In the meeting of November 7, 1865, the town voted "that the selectmen treat all widows in town whose husbands have fallen in the war, with especial benevolence, and, if they have no house, see that they have a home outside of the almshouse." This was very commendable. The town furnished 341 men—a surplus of

twenty-nine over all demands—of whom four were commissioned officers. The sum raised during the war was \$42,560.02, and \$11,462.99 for state aid, which was refunded. The ladies of the several religious societies sent many needed articles to the army hospitals.

The first town meeting of Brewster to consider war matters was held May 21, 1861, which made liberal provision for the aid fund, enlisting soldiers, and for the support of their families. Meetings were called often during the continuance of the war and the selectmen were always empowered to expend money in every manner for the interest of the town in its relation to the common cause, and the care of the families of absent soldiers. Brewster furnished 141 men for the war, a surplus of seventeen; and expended \$19,453.73, besides a large contribution from liberal-minded citizens. The sum for state aid was \$4,356.23, which was refunded. An aid society by the ladies did much good.

Wellfleet sent several men to Fortress Monroe in April, 1861, and was rapidly enlisting a company when the first special town meeting was called in May following. Bounties for those who had enlisted and who might, were liberally provided; and a request was sent to the governor for equipments for a full company. The meetings of each succeeding year of the war increased the bounties, not forgetting the needs of the soldiers' families. No officers were commissioned from this town; but 221 men were furnished on the different calls, which was twenty-five more than required. About \$2,000 was contributed by individuals and \$18,324.67 was raised by the town for war purposes, besides \$1,138.73 for state aid, which was reimbursed. The ladies organized an aid society to work for the sick and wounded in hospitals. At the expiration of the war the unexpended funds of the society were given in aid of a monument for deceased soldiers.

In Chatham several citizens' meetings were held during the first year of the rebellion, and every necessary action was taken for supplying the town's quota of volunteers and the necessary funds for bounties and soldiers' families. July 22, 1862, a town meeting was held to reimburse the liberal contributions of the citizens and approve of what the selectmen had already accomplished. The meeting voted a monthly sum of eighteen dollars to each family of the men absent on duty, which was six dollars a month more than was reimbursed by the state. In February, 1863, the selectmen had borrowed on their individual notes \$8,000, which had been expended in bounties and other necessary expenditures. At a meeting then held this town promptly assumed the entire liability, arranged for meetings on every Tuesday evening in furtherance of the cause, and appointed a committee to assist the selectmen. In 1866, after the close of the war, the town voted to refund every citizen the money he had contributed and

pay every person who had furnished a substitute the money he had necessarily expended. Chatham furnished 264 men, which was a surplus of thirty-two; five were commissioned officers. The money expended was \$27,611.69, and for state aid \$6,487.42.

In Dennis, every action required for furnishing means and men for the war was taken, during 1861, by the citizens and selectmen, and not until July 26, 1862, did the town act in a corporate capacity; then, under the president's call for three hundred thousand men, the town appointed six gentlemen to act with the selectmen in recruiting volunteers, and arranged a bounty of \$250 each for former and future enlistments. The reports of the action of the town during the war are not as full as some of the others, but the result shows that Dennis was not only very earnest in the good work, but could show a better record at its conclusion. The reports of the town show that 220 men were furnished for the war; but in the army and navy Dennis had over 350. Every call of the president was promptly filled, and in the final aggregate a surplus of forty-three men had been furnished. The money raised and expended was \$22,652.66, with \$3,813.61 for state aid, which the Commonwealth refunded as it did to other towns.

During the year 1861 the town of Eastham held no special meetings in a corporate capacity, but its citizens and officers filled every call for men, and furnished ample means for necessary expenses and bounties. In 1862, July 28th, when the largest call of the war was made for men, the citizens in a special town meeting voted full authority for the action of the selectmen as well as provided for what had been previously done. Meetings were held as often as necessary, money was raised as needed, and the bounty for soldiers placed at \$160. No commissioned officers went from the town, but eleven men were sent in excess of the quota. The number of men furnished was seventy-seven; the money expended was \$3,476.54; and the state aid fund was \$833.23.

In Falmouth, as in other towns, many of the best young men were on the seas at the breaking out of the rebellion; but every requirement of men and money was fulfilled, with a surplus of ten men over the quota. August 2, 1862, a special town meeting was held at which a bounty of \$125 was promised to every volunteer who was accepted by the government and one hundred dollars when regularly discharged from the service; to this private citizens added ten dollars for each volunteer. Enlistments were rapid, and every subsequent demand was as promptly met. Falmouth was compelled to enlist many from outside, and furnished in all 258 men—138 for the army and twenty for the navy from its own citizens. The amount raised and expended was \$20,154.35 exclusive of the aid fund, which was \$4,674.20. The ladies of Falmouth furnished their share of aid to the soldiers in the

field. This town, like others, had sacrifices that called for the continued aid and sympathy of its citizens; one case was where three sons of a very poor citizen enlisted, and all were killed; one left a wife and five small children, and upon the other two the aged parents of the three valiant sons depended for support.

No corporate action of the town of Truro was taken during the year 1861, but all quotas were filled by the officers and citizens until July 25, 1862, when at a special town meeting their action was ratified and expenditures refunded by the vote of the town. A bounty of two hundred dollars was offered for nine-months' men, and the most liberal provisions were made at each future meeting for the volunteers and their families. At a meeting, February 4, 1863, the town voted to bring home the remains of Edward Winslow, the first of its soldiers who had fallen; and that the widow and orphan children of the deceased receive a gratuity of one hundred dollars. Through the selectmen, assisted by proper committees, Truro furnished 144 men for the war—an excess of fourteen over all demands. The fund expended was \$4,786.10, and the amount sent to the state aid was \$2,328.21, which was refunded.

The preceding summary of the action of the several towns of Barnstable county is brief but reliable, and gives facts of which its citizens may well be proud. The several selectmen of the towns in 1866 reported 2,305 men as having been sent into the service; but the number must have been greater, as the percentage of men furnished throughout the commonwealth was $9\frac{1}{2}$ to every one hundred inhabitants, and this county not only filled every quota but furnished an excess of 309 men. The total expenses of the towns aggregate the enormous sum of \$399,919.92, of which \$90,934.84 was paid as state aid, and mostly refunded.

The general court in 1863 made provision for reimbursing the towns the bounties they had paid to volunteers enlisting under the calls of the president of July and August, 1862, not exceeding one hundred dollars for each volunteer. The assessors' report from Barnstable county show that bounties were paid to 532 men, a total of \$84,395.35 under those calls.

The legislature of 1864 passed an act, approved May 14th, which provided for the enrollment of all able bodied male citizens of the Commonwealth between the ages of eighteen and forty-five years. The lists were made by the assessors and filed with town clerks July 1, 1864. Copies of these lists returned to the adjutant general show 133,767 effective men, in the state, liable to military duty. The state was then divided into 249 districts, and the militia residents of each district were organized as a company, and in December were ordered to elect their captain. Sandwich was made District 45; Barnstable

and Falmouth, 46; Yarmouth, 47; Harwich, 48; Brewster, Dennis and Chatham, 49; Eastham and Orleans, 50; Truro and Wellfleet, 51; Provincetown, 52.

A few weeks before the call of October 17, 1863, for three hundred thousand new troops, provision was made that the district provost marshal, or their agents should receive fifteen dollars for each new recruit, and twenty-five dollars for each re-enlistment; but from this rule Massachusetts was, by request of Governor Andrew, excepted, and these fees made payable to the selectmen of the several towns who secured the enlistments. The amount paid to the several towns under this arrangement was used exclusively to promote enlistments, and the local recruiting officers received only a per diem allowance while actually employed.

After the original call for a draft in Massachusetts, the selectmen of the several towns filed sworn statements, showing the number of men each town had furnished to the army prior to February 1, 1863.

The following list of names comprehends the men furnished by Barnstable county during the years of 1861-1865, as reported by the adjutant general of the state. We have classified with care the mustering in of companies and regiments, and have especially arranged the names by towns to better enable the reader to find those of any particular locality when the number of the regiment is known. To the names of those who died in the service from disease, prison life, or were killed, the time and place are given.

THREE MONTHS' MEN.

Third Regiment, Militia, enlisted May, 1861.—*Sandwich:* Co. K, Charles M. Packard, corp.; Howard Burgess, Sylvester O. Phinney, William W. Phinney; Co. L, George H. Freeman.

Fourth Regiment, 1861.—*Falmouth:* Co. F, George W. Washburn, George S. Jones.

ONE HUNDRED DAYS' MEN.

Fifth Regiment, July, 1861.—*Sandwich:* Co. A, Joseph W. Phinney, corp.; Sands K. Chipman, Charles S. Clark, Alvin C. Howes, Prince A. Phinney, re-enlisted in Twenty-fifth Infantry. And the following were mustered in 1862: *Yarmouth:* Co. E, Jarius Lincoln, jr., serj.; Edwin H. Lincoln, mus.; Charles P. Baker, Darius Baker, George H. Baker, W. I. Baker, Watson Baker, Edwin Chase, Frederick N. Ellis, Warren H. Ellis, Edmund H. Gray, Elam S. Marcata, E. Dexter Paine, David Snow, Franklin Thacher. *Dennis:* Co. E, Horatio Howes, corp.; Edmund Matthews, corp.; Sylvester F. Baker, John Con-sidine, John W. Greenleaf, Hiram H. Hall, Jeremiah G. Hall, Joseph

W. Hall, Luther Hall, Edwin Howes, Henry F. Howes, George W. Richardson, Peter B. Smalley. *Barnstable*: Co. E, Alfred C. Phinney, died at Newbern, April, 1863; George E. Hopkins, Laurence Chase, Isaac Coleman, Ebenezer Eldridge, Thomas R. Eldridge, Charles E. Phinney, James P. Jones, Albert A. Kingsley, John Mansir, Allen Marchant, Herman Oler, William Sharpe, Smith P. Slocum. *Brewster*: Co. E, James F. Crosby, Enoch C. Jones, Joseph A. Myrick, Benjamin F. Paine, Josiah W. Seabury.

Sixth Regiment, 1864.—*Sandwich*: Co. A, Joseph S. Corliss.

Eighth Regiment, 1861.—*Harwich*: Co. G, Alonzo F. Chase, Peter B. Chase.

Twenty-third Regiment, 1862, enlisted for nine months.—*Falmouth*: Co. I, Sylvester Bourne, jr., William Jenkins, John A. Tobey.

Forty-second Regiment, 1861.—*Yarmouth*: Co. E, Eben Matthews.

NINE MONTHS' MEN.

Forty-third Regiment.—*Wellfleet*: L. Bell, Solomon L. Hawes, Edmund B. Robinson. *Chatham*: Co. E, Charles M. Upham, prom. 2nd lieut. in 1863; John W. Atwood, serg.; William H. Harley, Charles E. Atwood, Francis Brown, Benjamin S. Cahoon, John W. Crowell, Ephraim Eldridge, Cyrus Emery, Franklin D. Hammond, James S. Hamilton, James T. Hamilton, Josiah J. Hamilton, David Harding, Samuel H. Howes, re-enlisted Co. B, Second H. A.; Charles Johnson, Horatio F. Lewis, Storrs L. Lyman, Andrew S. Mayo, Benjamin Rogers, Francis B. Rogers, Joshua N. Rogers, George A. Taylor. *Orleans*: Co. E, Joshua S. Sparrow, Joseph L. Kendrick, mus.; John W. Finn, re-enlisted Co. D, Second H. A.; Jonathan S. Freeman, re-enlisted Co. A, Second H. A.; Caleb Hayden, Sol. S. Higgins, Thomas R. Higgins, John M. Horton, Benjamin C. Kenrick, James W. Lee, Isaac Y. Smith, killed Dec., '62; Simeon L. Smith, re-enlisted Co. A, Second H. A.; Freeman Snow, re-enlisted Second H. A. *Eastham*: Co. E, George H. Collins, corp.; Alonzo Bearse, James G. Crowell, Albert F. Dill, Alvin L. Drown, Daniel P. Hopkins, William W. Hopkins, Samuel Snow. *Harwich*: Co. E, Charles G. Rodman, corp.; Luther Crowell, Winslow Baker, W. H. H. Barrett, Thomas Y. Cahoon, David P. Clark, Joseph Crabbe, John N. Dow, Alvards C. Ellis, Charles S. Freeman, Gideon H. Freeman, David M. McVea, Thomas H. K. Parks, Joshua Small, dis.; Charles E. Snow, no service. *Provincetown*: Co. E, James B. Cook, David Cook, John Connelly, George Lockwood, re-enlisted Second H. A.; John Powers, re-enlisted Second H. A.; William Sullivan, Thomas K. Verge, Henry Young. *Truro*: Co. E, John A. Gross, John M. Carey, John P. Crozier, Amasa E. Paine, Henry R. Paine, Jeremiah H. Rich, Daniel P. Smith, Isaiah Snow. *Dennis*: Co. E, John S. Chase, Samuel

Robbins, Ensign Rogers, re-enlisted Second H. A.; Edwin Tripp, Francis M. Tripp, W. H. Young. *Brewster*: Co. E, Laurence Doyle. *Barnstable*: George Eldridge, Owen Keeler. Co. K, Warren Cammett, John N. Collier, corp.

Forty-fourth Regiment, 1862.—*Truro*: Co. A, James H. Killian, corp. *Wellfleet*: Co. A, James M. Atwood, Daniel D. Smith, Daniel W. Wiley; Co. G, Charles H. Holbrook. *Brewster*: Co. I, Benjamin F. Bates, James R. Henry. *Provincetown*: Co. T, John L. Eldredge.

Forty-fifth Regiment, enlisted 1862.—*Barnstable*: Co. D, Francis Jenkins, serg.; Freeman H. Lothrop, corp.; Osmond Amos, Charles E. Bearse, Clarence W. Bassett, killed Dec., '62; George H. Bearse, died at Newbern Jan., '63; Joseph P. Bearse, Nathan H. Bearse, Henry C. Blossom, E. W. Childs, Frederick W. Childs, Simeon C. Childs, Nelson S. Crocker, Eliphalet Doane, David Fuller, James B. Hamblin, George D. Hart, John B. Hinckley, Charles E. Holmes, Asa Jenkins, Alexander B. Jones, Hercules Jones, Hiram Nye, Harrison G. Phinney, Joseph Whytal, Thomas Williams, re-enlisted Second H. A.; Aaron A. Young, died Jan., '63, of wounds, at Newbern; Co. I, Oliver G. Appley, Levi A. Baker, Isaiah B. Linnell. *Sandwich*: Co. D, George L. Haines, corp.; H. Chipman, corp.; Henry F. Benson, died of wounds, Dec., '62, at Newbern; George H. Burgess, Joseph P. Chipman, Samuel Chipman, Watson H. Fifield, John D. Foster, Henry C. Greene, Thomas Hackett, Ezra Hamblin, Augustus Holway, Thomas E. Holway, Nathaniel C. Hoxie, James T. Jones, Henry H. Knippe, Frederick U. Lovell, Samuel H. Lovell, William C. Riorden, Charles H. Stimpson, Thomas O. Stimpson, Albert Wheeler, Stillman Wright. Co. K, Thomas F. Holmes. *Provincetown*: Co. E, Joshua Ryder. *Falmouth*: Co. H, Gilbert A. Bearse, Ansel E. Fuller.

Forty-seventh Regiment.—*Sandwich*: Co. F, Nathan B. Fisher. *Brewster*: Gardner E. Wetherbee, died at New Orleans Feb., '63. *Orleans*: Co. F, Azariah S. Walker. *Yarmouth*: Co. G, Joseph Bassett, Benjamin Lovell, John E. Ryder. *Provincetown*: Co. I, William W. Smith, corp.; Caleb D. Smith, mus.; George S. Cook, Alexander Gayland, Joseph P. Holland, George W. King.

ONE YEAR MEN.

Sixtieth Regiment, unattached one year men, mustered 1864.—*Yarmouth*: Co. E, Charles H. Gorham, William Lewis. *Falmouth*: Roland Fish. *Barnstable*: James G. Warren, 2d lieut.; Phineas K. Clark, serg.; William T. Baker, serg.; Leven S. Morse, serg.; John N. Mitchell, corp.; John E. Murphy, corp.; John Flood, Noah J. Lake, Daniel D. Mitchell, William H. Munroe, Samuel P. Raymond, George W. Richardson, John P. Sears, Abraham L. Teachman, Charles H. Tripp, Stephen V. Weaver, Reuben Weeks.

THREE YEARS' MEN, LIGHT ARTILLERY.

First Battery, 1864.—*Dennis*: James Knowlan. *Orleans*: Timothy Sullivan, John Wilson.

Second Battery.—*Barnstable*: John Hughes, mus., died at Vicksburg, July, '65; John Carroll, jr., George Craig. *Truro*: James Brown, Ezra F. Folsom, died at Baton Rouge, May, '64; Cornelius Gannon, Charles Hamilton. *Sandwich*: George Lamberton. *Orleans*: Joseph Moody, died in Louisiana, Jan., '65; Stephen F. Smith, died at New Orleans, Nov., '64.

Third Battery.—*Eastham*: Thomas Jones, trans. to Fifth Battery.

Fourth Battery, 1864.—*Falmouth*: William Dillingham. *Yarmouth*: James Fitzgerald. *Sandwich*: John Kelley. *Dennis*: Phillippi Martyn. *Barnstable*: Jerry O'Keefe.

Fifth Battery.—*Sandwich*: Joseph B. Alton, Nathan Case.

Sixth Battery.—*Falmouth*: Horace H. George, trans. *Provincetown*: Andrew Byrnes, William Price, Thomas Leonard. *Wellfleet*: Martin Curran. *Brewster*: Charles Emeley, James H. Richards, John B. Whealin. *Sandwich*: Bradford Gibbs. *Orleans*: George Thomson.

Seventh Battery.—*Wellfleet*: George H. Carmichael, Frank Cook. *Provincetown*: Patrick Donnelly. *Eastham*: John Mahoney. *Dennis*: Patrick Sherlock.

Ninth Battery.—*Sandwich*: Edward Le Burn, mus. *Dennis*: George F. W. Haines.

Tenth Battery.—*Truro*: Samuel Paine, corp. *Dennis*: Thomas Smith. *Barnstable*: Alvin Thompson, Charles D. Thompson.

Eleventh Battery.—*Yarmouth*: Charles H. Weaver, corp. *Provincetown*: James Giles, John J. Sampson.

Twelfth Battery.—*Dennis*: Alois Hoffman, Charles Lejeune, Henry Leport, William Moore. *Provincetown*: William H. Wilkes, serg.; John Boyle, Thomas Brown, A. Duke, Foster Fairbridge, William Larney, William Olmstead, Robert Smith, James Wade, James Wilson. *Brewster*: Timothy T. Hogan, Thomas King, Charles Linscott, Patrick McGrath. *Eastham*: Henry Merrill.

Thirteenth Battery.—*Eastham*: Michael Cronin, corp.; Thomas Carmody, Sylvester Shea. *Wellfleet*: William Boyle. *Harwich*: George Brown. *Sandwich*: Paschal Gon, William Taylor, trans. to navy. *Falmouth*: Ezekiel B. Graves, died at New Orleans, Oct. '64. *Barnstable*: Edward D. Sullivan.

Fourteenth Battery, 1864.—*Barnstable*: Alexander Baker, Peter Brudle, Leander B. Cash, Simeon C. Childs, jr., died in hospital, Oct. '64; Job F. Childs, Charles Damon, Henry Denney, Mat. Gannon, Charles E. Holmes, Isaiah B. Linnell, Benjamin F. Nickerson; David Nickerson. *Sandwich*: John J. Hart. *Yarmouth*: Jacob Olar. *Har-*

wich: Charles E. Riva. *Brewster*: David N. Rogers, died March '64. *Dennis*: George Turner.

Fifteenth Battery, 1862.—*Sandwich*: Eleazer W. Chase, Robert Decker, George Hubbs, James Jackson, Benjamin Jones, John Mott, Douglas A. Park, James A. Ross. *Provincetown*: Albion Coburn.

Sixteenth Battery, 1864.—*Barnstable*: George W. Childs, William Childs, jr., Benjamin F. Crosby, Adolphus Davis, Andrew C. Nickerson, Joseph H. Phinney. *Eastham*: Lewis Vasconi. *Wellfleet*: John Wilson. *Chatham*: William Conners, trans. to Sixth.

HEAVY ARTILLERY, 1864.

First Regiment.—*Chatham*: Co. A, David Keith. *Orleans*: Co. A, Edward Laselle. *Provincetown*: Co. B, William T. Tolman; Co. F, Thomas Marsdon. *Wellfleet*: Co. G, Daniel Gilmore. *Eastham*: Co. I, William J. W. Yates. Unassigned and no record: Charles L. Hartshorne of Harwich, John Hart of Falmouth, Daniel Lovett and Thomas Pepper of Wellfleet.

Second Regiment, 1863–1864.—*Orleans*: Co. A, Jonathan S. Truman; Co. D, Alonzo R. Nelson, trans.; Co. H, Abraham Schuster. *Provincetown*: George Lockwood, died at Newbern, Nov., '64. Co. M, Patrick Drew; unassigned, William C. Reynolds. *Harwich*: Co. A, George E. McCluskey, trans. to Seventeenth; Co. G, Robert Smith; Co. I, Edward Pettis, to Seventeenth Inf.; William F. Morang; Co. H, Horace S. Favor, corp. *Chatham*: Co. B, Samuel H. Howes, 1st serg.; Co. M, Charles Dunbar. *Barnstable*: Co. B, William Fay, trans. Seventeenth Inf. *Falmouth*: Co. C, John Scheelds; Co. D, Michael Collins, to Co. H; Co. E, Timothy Maloney, trans. Seventeenth Inf.; Co. G, Thomas Ryan, Frank E. Varnum, trans. Seventeenth. *Wellfleet*: Co. C, William Upton; Co. E, John Welch; Co. F, Thomas Mahan; Co. I, Dominick Basso, Frank Newber; Co. M, Michael Gaffney. *Sandwich*: Co. E, Ephraim W. Fish. *Brewster*: Co. L, George Eldridge; Owen Keeler, Patrick Riley, Thomas Tutman. *Eastham*: Co. M, Patrick McNamara.

Third Regiment, 1863–1864.—*Orleans*: Co. A, Nathaniel Trumans, corp., trans. to navy; Seneca O. Higgins, trans. to navy; Augustus Mayo; Co. D, Joseph B. Higgins, trans. to navy; Co. L, John Harrison, serg.; Edward D. Wiggins, James A. Rowe, corp.; John Black, James P. Johnston, Charles H. Meserve, John Wade; Co. M, Augustus H. Moore, William Burrill, John B. Ewing; unassigned, Andrew J. Quinlan. *Barnstable*: Co. B, Paul R. Crocker, John Hinckley; Co. F, from Hyannis, Lawrence Chase, Thaddeus S. Clark, trans. to navy; Gilbert Lewis, Lovett Lewis, James H. Wyer; Co. M, Michael Dorgan, serg.; James Coleman, corp.; William Boss, art.; Edward Lenihan, Patrick Mahoney, George R. Marshall, James McLaughlin. *Yarmouth*: Co. B, Ziba Ellis, Asa Matthews; Co. K, William Onderdonk,

serg.; James M. Luzarder, Henry McGill, Daniel St. Clair. *Falmouth*: Co. B, Ephraim W. Fish, Francis Marion, Albert C. McLane; Co. F, Gilbert A. Bearse. *Sandwich*: Co. B, Seth F. Gibbs, Frederick A. Norris, William H. Dillon, Michael Gavan, Henry H. Manning; unassigned, James Collins, George W. Towns. *Harwich*: Co. B, Edward T. Ryder, Charles D. Sherman, Alexander W. West. *Brewster*: Co. K, Oscar Moore; Co. M, Daniel H. Elliott. *Eastham*: Co. L, Matthew Thompson. *Provincetown*: Co. K, Elisha B. Newman; Co. M, Thomas Wells; unassigned, Duane Newell.

Fourth Regiment, 1864, one year men.—*Sandwich*: James H. Ather-ton, 1st lieut. *Provincetown*: Co. I, Kendall W. Blanchard; Co. K, Frank B. Libby. *Orleans*: Co. I, Enoch Wilson.

First Battalion, Heavy Artillery, three years, enlisted 1862–1864.—*Provincetown*: Co. A, Alden Bass. *Harwich*: Co. B, James O. Stone, serg.; Co. D, Charles S. Hartshorn, Edward G. Reed, Frank W. Sawin. *Orleans*: Co. C, Stillman Cole, Frank B. Taylor. *Falmouth*: Co. C, John Hart.

CAVALRY REGIMENTS.

First Regiment, 1863–1864.—*Wellfleet*: Co. B, Daniel Crillis; Co. M, John R. Rose, trans. Co. H; Co. M, William R. Bryant. *Dennis*: Co. C, Michael Murphy; Co. E, Carl Bartlett, died Andersonville, Oct., '64; Robert Lampson, trans. to navy; Co. H, Michael Nennery, Patrick O'Neil, Elois Paspartout. *Barnstable*: Co. D, Louis Bellow, mus.; Co. L, Frank Fero, William Harrison, Patrick Murray, Frank O'Donnell; Co. L, George Green, serg. *Falmouth*: Co. D, John Austin, Charles O. Witham. *Sandwich*: Co. G, Nathaniel H. Fisher, re-enlisted; Co. K, William W. Phinney, serg., died in Co. K, Fourth California; Henry H. Knippe, died at Andersonville, Aug., '64; Co. L, Joseph K. Baker. *Orleans*: Co. K, John O'Hara, hos. stew.; Joseph H. Luther. *Provincetown*: Co. H, Edmund Dubois. *Yarmouth*: Co. I, Oliver Lowell, trans. to Co. C.

Second Regiment, formed in 1864.—*Provincetown*: Co. A, Charles H. Allen; Co. G, Peter Smith, James Guy, Peter Lines. *Truro*: Co. C, Charles Goth, Joseph W. Hawman, Edward A. Wilson. *Dennis*: Co. C, Henry Haase; Co. D, Thomas Jones; Co. K, Charles Johnson, Henry Peel, Andrew Robertson, trans. to navy; Co. L, Michael Curran; unassigned, James Gafney, John Mason, Wilhelm Jones. *Orleans*: Co. C, Dean B. Nickerson, Frederick Wells, V. R. C.; William Winslow. *Yarmouth*: Co. C, George J. Pack, died Danville, Va., March, '65; John Slemph. *Brewster*: Co. C, Henry Smith; Co. L, Daniel McDonald; unassigned, John Cleghorn, John Hammett, Henry O'Neil. *Falmouth*: Co. C, William H. Bruce, serg.; unassigned, Jules Gautier. *Wellfleet*: Co. G, Daniel M. Hall, died at Florence, Aug., '64;

unassigned, John Bamberg, Peter Hotz. *Barnstable*: Co. D, William Emerson, Patrick H. O'Brien, John Smith, Nelson H. Willard. *Sandwich*: Co. I, William H. Morgan, died of wounds, Sept., '64; unassigned, Alfred Bolander, James Brown, William Brown, John Forrey, trans. navy; William Long, to navy; Francis McKowan, William Pagan, Joseph Smith, trans. navy; Charles Wilson, trans. to navy. *Harwich*: Unassigned, Alfred Balater, Charles Davis. *Chatham*: Frank J. Jones. *Eastham*: John Banks, Albert Granville, John B. McLane, trans. to navy; Henry Roberts.

Third Regiment, mustered 1862-1864.—*Truro*: Hezekiah P. Hughes, 2d lieut.; James A. Small, serg. maj.; Co. I, Samuel Knowles, corp.; Thomas Lowe. *Sandwich*: William H. Harper, capt.; Hartwell W. Freeman, 2d lieut.; Co. D, Harry N. Arnold, Henry Scandall; Co. E, Cornelius Dean, Edward Hefferman, killed at Fisher's Hill, Feb., '64; Thomas Mason, James McKowen, prisoner of war; James McNulty 2d; Co. L, Angus McGinnis; unassigned, Richard Cole, Charles Curtis, trans. to navy; John Fortune, Thomas Harding, trans. to navy; Charles P. Temple, Henry E. Van Howarton, John Wagner, to navy. *Provincetown*: Co. A, Raymond Ellerington, 1st lieut.; George Allen, 2d lieut.; William Sullivan, corp.; James Cashman, David Cook, Franklin Fine, Charles H. Marston, Dennis Seannell; Co. B, John Connelly, corp.; Paran C. Young; Co. I, William R. Carnes, Thomas J. Gibbons, died at Port Hudson, Nov., '63; James Rivett; unassigned, Justice Doane, George V. Williams. *Barnstable*: Co. A, Robert Gordon; Co. C, Andrew P. Cobb, died at Sabine Pass, Jan., '63; James K. Ewer, V. R. C.; Levi White; *Yarmouth*: Co. A, Henry Gothard; Co. D, Edward Cummins; Co. M, David Sloan, John Locke; unassigned, Nicholas Maxwell, trans. to navy; Thomas Smith. *Dennis*: Co. B, Owen Carroll; Co. H, James Hickey; unassigned, John Kelso, George King, John Schmidt. *Falmouth*: Co. D, Cornelius O'Hearn; Co. H, Henry J. Besse, died at New Orleans, Aug., '64. *Wellfleet*: Co. I, John Bennis, John Brimmen, to Co. A; Russell W. Gifford; unassigned, George W. Douglass, Cornelius Kiley, Charles Lavelle, Joseph Schwartz, John Wright. *Orleans*: Unassigned, Charles Baker, Albert J. Banks, Thomas Clark, John Ford, Henry Forest, George Selby.

Fourth Regiment, 1864.—*Harwich*: Co. A, Henry Eldridge, corp.; Joseph Frost, serg.; Thomas Scott, Eustace Smith; Co. B, John A. Hayes, Thomas Sheridan. *Falmouth*: Co. A, John R. Sweetland; Co. E, Samuel Jessuron; Co. H, Patrick Coakley, George Smith, Peter Johnson, George Kane, John Francis, Thomas Thibbs, William Foster, James A. Wallace. *Orleans*: Co. A, Webster Rogers, John W. Walker, died Hilton Head, July, '64; Co. K, Charles Stuart. *Provincetown*: Co. A, John C. Singer, Cornelius McNamara. *Dennis*: Co. G, James Crogan; Co. M, George Avery. *Wellfleet*: Co. D, Henry Hayes,

Michael Cregan; Co. H, James Booth, Francis Daval, Samuel F. Mason, George Meyer; Co. L, Henry R. Cook, William Johnson; unassigned, John W. Clark. *Barnstable*: Co. F, Robert P. Stewart, serg.; Co. G, Charles Hinton, Alexander Lucia; Co. K, John Lang; unassigned, Jacob Doolittle. *Sandwich*: Co. G, Alonzo B. Poor; Co. K, William W. Phinney, serg.; Co. L, Solomon H. Jones, Ettien Morien, Zeno Whiting; unassigned, James H. Holemon. *Yarmouth*: Co. G, Abner Williams, Cyrus L. Williams; Co. H, Richard Massey, John Smith; Co. M, Charles H. Lee. *Chatham*: Co. H, John Crawford; Co. L, Cain Mahoney; Co. M, James De Wolver, corp.; Christian Boost. *Truro*: Co. G, Walter A. Cook.

Fifth Regiment, 1864.—*Provincetown*: Co. A, Aaron J. Moore, serg.; died at New Orleans, Sept., '65; John Franks, corp.; William Gardner, Charles Stuart; Co. B, Frank Manuel; Co. G, Charles Heatley, died Fortress Monroe, July, '65; Co. H, Charles Williams; Co. M, Joshua Hunt. *Harwich*: Co. A, John S. Matthews; Co. L, George Lyons. *Barnstable*: Co. B, John Alden, Clark H. Northup, David R. Northup, Co. E, Pardon K. Parker, George W. Wilson; Co. K, James Harris; Co. L, William Taylor; Co. K, James Camrel, serg. *Wellfleet*: Co. L, John Connor; Co. C, John Green; Co. G, John H. Mason. *Dennis*: Co. D, John Collamore, William Jones, Zachariah Rogers. *Falmouth*: Co. E, George C. Warren, corp.; John Homager, James G. Mason. *Sandwich*: Co. F, Charles Riley; Co. G, Richard Colwell; Co. H, William Brewster, William Brooks, accidentally shot March, '65.; Co. L, Turner Richardson; unassigned, Robert Lee. *Orleans*: Co. H, John Boggs, Frederick Collins, Levi Jackson, William St. John; Co. I, Nelson Merideth, Barney O'Brien, Frank Thornton, William Thomas, Henry Tillman. *Falmouth*: E. J. Woods. *Yarmouth*: Co. H, James Carter; Co. I, John Hawley, John Sweeney. *Brewster*: Co. I, James F. Oliver. *Eastham*: Co. K, Ira Smith.

INFANTRY.

First Regiment, 1862.—*Sandwich*: Co. C, Thomas Ball, dis.; Co. H, James Gaffney, dis. *Barnstable*: Unassigned, George Adams, Charles Brown, Peter Conley, Thomas Cramer, John Dorcey, Patrick Finnan, John Lee, John Morris, trans. to Eleventh; John M. Reed, Samuel Roche, Christopher Voux, James L. Wood.

Second Regiment, 1864.—*Wellfleet*: Co. A, Joseph Kratt, John Moore; Co. B, John Kaumm, Henry Miller; Co. D, Daniel Daley, transferred; Co. E, John Ford; Co. G, Edward Carrick, Charles Foley, James Herrick; Co. H, James Short; unassigned, Bernhard Bears, James R. Boyd. *Eastham*: Co. D, Charles A. Hatch. *Chatham*: Co. E, Henry Smith; Co. G, James Muir, Matthew Thompson; Co. I, Warner Smith. *Provincetown*: Co. F, Thomas Nangle; unassigned

Thomas Alpin, Silas D. Andrew. *Brewster*: Co. G, Charles Dillingham, died of wounds; Hans Anderson, trans. navy. *Sandwich*: Co. G, George McNamara. Unassigned: *Provincetown*: Thomas Brennan, James Deay, Robert Kelley, William Stewart, Lewis Wright. *Wellfleet*: Henry C. Brownson, John L. Carpenter, Thomas Clark, John Cole, Thomas Day, Robert Dennis, John Earle, William McCluskey, Bernard McKenty, John Murphy, George Peck, John Spencer, John Stewart, John Sullivan, Thomas Wallace, James Welch, John Wilson. *Sandwich*: Albion Clark, trans. to navy; James Collins, Eugene Mailey, Charles Newins, trans. to navy; Henry Stephens, Charles Williams, trans. to navy; George Williams, Henry Wohler. *Brewster*: Henry Peters. *Chatham*: Henry D. Phettiplace, William Williams.

Ninth Regiment.—*Wellfleet*: Co. A, Hugh Slaven, killed May, '64. *Barnstable*: Co. B, Jacob Hall. *Dennis*: Co. B, Martin Kelly, James McCoy; Co. E, Thomas J. Connor. *Sandwich*: Co. C, James Kelly, to V. R. C; Co. D, William Cleveland.

Eleventh Regiment, made up enlistments of the years 1861-1864.—*Sandwich*: Co. A, George W. Reardon, serg.; unassigned, William Lewis, trans. navy. *Brewster*: Co. A, John Maier. *Truro*: Co. A, Thomas Martin; Co. E, Francis Cummings, died; Co. F, John Connors, Hugh McDonald, Michael Sullivan; Co. G, Morris Walsh. *Dennis*: Co. A, John Wagner. *Barnstable*: Co. B, James Brady; Co. F, Enoch Crocker, killed July, '61; Co. H, James Reid; Co. K, Richard Roach. *Provincetown*: Co. C, James H. Griffin. *Wellfleet*: Co. C, Lewis Johnson, killed Sept., '64; Co. H, Thomas Laws, corp.; William Anderson, Julius Barman, Charles Brown; Co. K, Charles Brooker; unassigned, Job Ireland, Elisha E. Myers, Peter Schneider. *Eastham*: Henry Collagan, trans. to navy.

Twelfth Regiment, 1863.—*Dennis*: Co. A, Thomas Anderson, trans. to navy. *Barnstable*: Co. A, Samuel C. Bowen, died Oct., '64; Co. G, Michael Lynch; unclassified, Thomas F. Crocker. *Chatham*: Co. A, William Braddock; Co. H, Josiah C. Freeman, trans. to navy; William Smith. *Orleans*: Co. A, John Cabe. *Wellfleet*: Co. A, Washington Reed, trans. to Thirty-ninth; Co. K, William N. Atwood. *Provincetown*: Co. D, Michael Ragan, trans. to Thirty-ninth; Co. E, Henry A. F. Smith, killed June, '64; Co. H, Thomas O. Sullivan, to Thirty-ninth; Charles Uhlich, to Thirty-ninth; Co. I, James Munroe, to Thirty-second. *Brewster*: Co. E, John Cotter, trans. to Thirty-ninth. *Truro*: Co. H, Francis Trainor; Co. K, Patrick Conway.

Thirteenth Regiment, 1863.—*Truro*: Co. A, John Francis, trans. navy; Co. B, James Cushman; Co. I, Frank Oakley, to Thirty-ninth. unassigned, John Williams, 2d. *Yarmouth*: Co. A, George Hapleton, trans. to navy; Co. E, Charles Forrest; Co. H, Manuel Silver; Co. I, Isaac B. Crowell, killed at Bull Run, '62. *Provincetown*: Co. B, John

Allcock; Co. K, John Rogers. *Barnstable*: Co. B, John J. Gibson, trans. to navy; Co. I, Albert F. Holmes, Davis P. Howard. *Chatham*: Co. C, William H. Jones, trans. to Thirty-second; Co. H, Lewis Uhlrich, stayed twenty days; unassigned, James Tomlin. *Eastham*: Co. C, George Brown, to Thirty-ninth; unassigned, Edward Young. *Falmouth*: Co. D, John Brown, James Clemmens, trans. to Thirty-ninth; Co. I, John Riley, 2d, trans. to Thirty-ninth. *Dennis*: Co. C, William Case (or Chase), trans. to Thirty-second; Co. G, Charles Makill, trans. to Thirty-ninth; Co. H, Henry Johnson, trans. to navy. *Harwich*: Co. D, John Hughes. *Orleans*: Unassigned, Jacob Reactor.

Fifteenth Regiment, 1863.—*Harwich*: Co. A, Charles Ackerman, trans. to Twentieth; Co. F, Albert H. Lawrence; Co. G, Herman Maier, trans. to Twentieth. *Yarmouth*: Co. A, George Brown; Co. D, William Finch, died March, '64; Co. F, Richard Layton, trans. to navy; Co. I, Charles W. Bean, William M. Triscott, trans. to Twentieth; Co. K, Oscar S. Perry, trans. to Twentieth. *Provincetown*: Co. A, William Bruce; Co. C, Peter Donnelly. *Sandwich*: Co. A, William R. Bryne; Co. C, John Donaldson; Co. H, Charles Raphael, trans. to Twentieth; Co. K, John Warner, trans. to navy; unassigned, John McCully, trans. to Twentieth. *Eastham*: Co. B, Henry Contz. *Dennis*: Co. C, Charles Campbell; Co. G, Patrick Murphy. *Orleans*: Co. C, John H. Cowan, died from wounds May, '64. *Chatham*: Co. C, Peter Dawson, trans. to Twentieth; Co. K, William Tell, to Twentieth. *Barnstable*: Co. C, George S. Demier. *Falmouth*: Co. C, John H. Diamond, trans. to Twentieth; Co. E, Charles Hubbard. *Wellfleet*: Co. F, Henry Mack; unassigned, James McCauley.

Sixteenth Regiment, 1863.—*Provincetown*: Co. D, James Dunn. *Dennis*: Co. D, Thomas Swaney. *Wellfleet*: Co. I, Michael Jeff, died at Andersonville, Oct., '64.

Seventeenth Regiment, 1864.—*Harwich*: Co. A, Jeremiah B. Hill; Co. C, Lewis J. Morrill. *Falmouth*: Co. F, John Zahn. *Provincetown*: Co. G, Orrin L. Torger. *Brewster*: Co. H, John Wall.

Eighteenth Regiment, 1863.—*Orleans*: Co. A, Michael Riley; Co. K, James W. Gates, trans. to Thirty-second. *Barnstable*: Co. B, Frank Curtis. *Truro*: Co. B, Joseph Sullivan. *Sandwich*: Co. C, Persia B. Hammond. *Dennis*: Co. D, Richard Williams, trans. to Thirty-second. *Provincetown*: Co. G, Julius Shall, trans. to Thirty-second. *Chatham*: Co. H, Charles H. Lyman. *Brewster*: Co. K, John Flaherty; unassigned, William Holland.

Nineteenth Regiment, 1861-1864.—Co. A, J. Frederick Aytoun, sergeant. *Provincetown*: Co. A, John T. Small, 1st lieut.; Co. D, William McDougal; Co. H, Edward Gallagher, August Mengin. *Wellfleet*: Co. C, Joseph Fry, to Twentieth; Co. E, James M. Harrison, trans. to Twentieth; Co. F, Charles Leverence; Co. H, John Newer,

trans. to Twentieth. *Truro*: Co. A, Charles A. Brown, trans. to Twentieth; Co. F, John Mack, trans. to Twentieth. *Barnstable*: Co. A, Daniel Burns, trans. to Twentieth; Co. E, Frederick Jackson, Robert P. Pike, killed Feb., '65; Co. F, Thomas Maher, corp.; Frank Lopez, trans. to Twentieth; Edward Mulally, V. R. C.; Co. H, John Boing, unassigned, Patrick O'Neill, trans. to Twentieth; Charles Wilson. *Brewster*: Co. A, Michael S. Burke, trans. to Twentieth; Robert A. Johnston, died at Andersonville, Aug., '64; Co. E, Howard Lee; Co. G, James Henry; Co. I, Charles H. Porter, William Smith, Edward A. Ballou. *Sandwich*: Co. A, George Collins, trans. to Twentieth; Co. B, Edward A. Dillon, corp., trans. to Twentieth. *Dennis*: Co. A, Charles Trapp, trans. to Twentieth; Co. B, William Dow; Co. C, James T. Beleer, George B. Bradley, Thomas A. Dow, trans. to Twentieth; Co. K, Michael Smith; unassigned, Thomas O'Connor. *Harwich*: Co. B, William McGinnis; Co. D, Charles Ferguson, trans. to Twentieth; Co. E, John McAnally; Co. F, Philip Morton, trans. to Twentieth; Co. G, John McCue; unassigned, Henry Edwards, Edmund Graham. *Chatham*: Co. C, William Barnes, trans. to Twentieth; Tanjoure Trelawney, Simeon Tuttle; Co. F, John Anderson; Co. I, James Riley; unassigned, John Tuttle. *Falmouth*: Co. D, William Hamilton, trans. to Twentieth; Co. E, Nathan B. Jenkins, died Dec., '63; Co. F, Benjamin E. Fogg, serg.; William Marshall. *Eastham*: Co. G, Albert Donovan. *Orleans*: Co. E, Bernard Bertrand, Reynolds Montobang, Henry G. Perry; unassigned, Peter Doland, William Smith. *Yarmouth*: Co. E, Patrick Gillespie; unassigned, Charles Burnes, Alexander Howard.

Twentieth Regiment, 1862-1864.—*Harwich*: Co. A, Martin A. Bumpus, George H. Robbins; Co. H, Philip Morton; Co. I, Joseph Wilkinson; unassigned, Elbridge Axtell, Henry Taylor. *Chatham*: Co. A, George Foster; Co. D, William Barnes. *Truro*: Co. A, William Gibbon; Co. B, William P. Miller, John Davis, trans. to navy; Co. H, Edward Winslow, died of wounds, Dec., '62; Co. I, Henry Bolminster. *Dennis*: Co. A, John Quinland; Co. H, Albert Paffrath, killed June, '64. *Falmouth*: Co. A, Adrian Spear; unassigned, James Green. *Sandwich*: Co. B, Frank B. Hall, James Harrington; Co. C, George Gatzens; Co. F, Elisha M. Lord; Co. H, Andrew J. Lane, John McDonald, John Wood; Co. I, Thomas Hollis, serg.; Benjamin Davis, killed Oct., '61; Thomas Davis, Peter McKenna, Terrence Murphy, V. R. C.; Stephen Weeks, Ezekiel L. Woodward, killed Dec., '62; unassigned, John Griffith, David Kenney, Thomas McCarty, Stephen Semes, Shadrach F. Swift. *Eastham*: Co. D, James L. Chalmer. *Brewster*: Co. D, Charles H. Denton. *Wellfleet*: Co. D, Charles Stanwood; Co. F, Edward H. Freudenberg. *Barnstable*: Co. E, James B. Wilson, killed May, '64; Co. F, Robert Williams; Co. H, John Neary, Adolph Otto; Co. K, William Carney; unassigned, John Lang. *Yarmouth*: Co. K, George

Chase. *Provincetown*: Co. K, Thomas Cunningham. *Orleans*: Unassigned, James W. Bowman, Charles D. Hall, James Healey, Hugh Quinn, George Ross.

Twenty-second Regiment, 1861–1864.—*Dennis*: Co. B, John Francisco, trans. navy; Peter Martin, to navy; Joseph Ruse, to navy; John Colfer. *Chatham*: Co. C, Timothy Bulkley, trans. to Thirty-second. *Falmouth*: Co. C, James H. Lashure. *Barnstable*: Co. C, Henry McKeon, trans. to Thirty-second; John Williams, to Thirty-second. *Brewster*: Co. C, Richard Ryon, trans. to Thirty-second. *Harwich*: Co. D, John Sullivan, to Thirty-second; Co. G, William E. Bliss, to Thirty-second; Thomas Green, Thomas H. Frampton, died of wounds, June, '64. *Sandwich*: Co. K, Franklin R. J. Clark, William F. Clark; Co. E, Edward W. Holway, to Thirty-second. *Truro*: Co. E, James Fitzpatrick, trans. to Thirty-second.

Twenty-third Regiment, 1861–1864.—*Barnstable*: Co. D, James H. Ayer. *Sandwich*: Co. F, Charles Dudley. *Brewster*: Co. G, Burgess Bassett, Thaddeus Bassett, Henry Callahan, Isaac Freeman. *Chatham*: Co. H, John McCluskey, died at City Point, 1864.

Twenty-fourth Regiment, 1861–1864.—*Sandwich*: Co. A, Jesse H. Allen, Benjamin Ewer, John F. Fish, died home Oct., '62; Philip J. Riley; Co. B, Phineas Gibbs; Co. D, Elisha H. Burgess, corp.; Co. H, James Dalton. *Barnstable*: Co. A, Erastus Baker; Co. C, John McFarlane; Co. I, Lemuel S. Jones, corp.; James H. Jones, re-enlisted; Thomas W. Jones, re-enlisted; James Stevens. *Dennis*: Co. A, William Page. *Falmouth*: Co. B, Joseph H. Swift; Co. E, William S. Washburn; Co. F, Charles H. Roberts. *Orleans*: Co. C, Lewis Sanacal; Co. F, Alfred Knowles, serg., 2d lieut. Fifty-fourth; Clement Gould, Joshua Gould, died in Boston, '64; Co. K, Bangs Taylor. *Harwich*: Co. D, Frank Barnes, George W. Wartrous; same given for Yarmouth; Co. H, Joseph C. Chase, re-enlisted in '64. *Yarmouth*: Co. D, Albert Taylor. *Brewster*: Co. D, Andrew J. Winn. *Truro*: Co. F, Jesse Pendergast, corp.; Shubael A. Snow. *Chatham*: Co. G, Albert P. Wilkinson. *Eastham*: Co. K, James W. Smith, died at Newbern, '62. *Wellfleet*: Co. I, William Cross.

Twenty-sixth Regiment, 1864.—*Barnstable*: Co. A, John Burke; Co. G, Humphrey Sullivan, corp. *Provincetown*: Co. K, Joseph Prestello, re-enlisted and killed at Winchester; Joseph Fowler, William Frazer. *Brewster*: Co. G, William Borden, died at New Orleans.

Twenty-eighth Regiment, 1864.—*Sandwich*: In band, Michael Ball; Co. B, George Waltern; Co. C, John McCabe, Thomas Wheeler, killed at Bull Run; Co. D, Louis P. Paganuzzi, Bernard Woods; Co. H, John Score, died of wounds; Charles Bolton, to navy; unassigned, Marcena Ernest, Cheserg Jean, Thomas McMaras. *Falmouth*: Co. A, Adolph Arm, died in prison Nov., '64; Co. D, James Green, John Higgins.

Brewster: Co. A, Abraham Berry, Benjamin Henshaw, to navy; John Schules, to navy. *Eastham*: Co. A, Otto Brown; Co. G, Charles O'Toole, killed at Spottsylvania, '64; John Lester. *Dennis*: Co. A, Henry Clark, Edward Lunt, wounded; Co. C, William H. Branch; Co. D, Daniel McDonald, William B. Riber; Co. E, Robert Lynch; Co. I, Martin Schwytz; unassigned, Thomas Burnie, John Swanson, to navy. *Harwich*: Co. B, Thomas Campbell, killed at Locust Grove, '64. *Barnstable*: Co. C, Ezra C. Baker; Co. F, Charles Miller. *Truro*: Co. D, Andrew Jemson, trans. V. R. C. *Yarmouth*: Co. E, Michael Collins. *Orleans*: Michael O'Mara. *Wellfleet*: Unassigned, Charles S. Hurd, L. G. Peterson, sent to navy; Pierre St. Souver.

Twenty-ninth Regiment, 1861-1864.—*Sandwich*: Charles Chipman, as captain, and made major, died of wounds, Aug., '64; Charles Brady as lieut., and made captain; Henry A. Kern, and James H. Atherton, 2d lieuts.; Joseph J. C. Madigan, 1st lieut.; Thomas F. Darby, 2d lieut.; George E. Crocker, mus.; Co. A, Albert N. Morin, serg.; Co. D, David A. Hoxie, serg.; Edward Brady, serg.; William H. Woodward, serg.; William Breese, corp.; George F. Bruce, corp., hos. steward; Benjamin H. Hamblin, corp.; Christopher B. Dalton, mus.; George W. Badger, G. A. Badger, James Ball, re-enlisted; Frank G. Bumpus, John Campbell, Alfred Cheval, Patrick C. Clancy, John T. Collins, promoted; James Cook; James Cox, Timothy Dean, Warren F. Dean, Edward Donnelly, Joseph W. Eaton, Perez Eldredge, re-enlisted; John Fagan, Benjamin Fuller, James Guiney, James G. B. Hayes, died home July, '62; Allen P. Hathaway, Charles Harkins, Samuel N. Haskins, James H. Heald, died at Annapolis, Oct., '62; Michael Heslin, Charles H. Hoxie, Zenas H. Hoxie, Samuel W. Hunt, Charles E. Jones, accidentally killed Feb., '62; Martin L. Kern, jr., Patrick Long, died; John McAlney, William McDermott, Patrick McElroy, Michael McKenna, Peter McNulty, Isaac H. Phinney, Caleb T. Robbins, Peter Russell, Philip Russell, William J. Smith, Freeman C. Swift, Joseph Turner, James Ward, killed May, '64; John Weeks, died at Newport News, '62; Francis Woods, James H. Woods, John Woods, William H. Woods, died at Newport News, Jan., '62; Charles S. Wright; Co. G, W. H. Perry, re-enlisted '64; Co. H, John Fogg. *Eastham*: Co. B, Reuben Smith. *Brewster*: Co. C, Bernard Corkery, corp. *Barnstable*: Co. D, David B. Coleman, corp.; Nathaniel C. Ford, David A. Hoxie. Co. H, Henry A. Glines, killed at Petersburg, Sept., '64. *Truro*: Co. F, Alfred Lunda. *Dennis*: Co. G, John Easey. *Yarmouth*: Thomas Evans.

Thirtieth Regiment, 1861-1864.—*Barnstable*: Co. I, Hiram B. Ellis, serg.; Jonathan Burt, corp., died at Baton Rouge, June, '62; Thomas Taylor, re-enlisted. *Falmouth*: Co. A, Braddock R. Chase, died at Ship Island, May, '62. *Brewster*: Co. B, Addison F. Brown. *Provincetown*:

Co. F, Timothy Sweeney. *Chatham*: Unassigned, Enoch Hanson, Edward Hewitt. *Harwich*: Co. K, Ira Nickerson, in the Thirty-first.

Thirty-second Regiment, 1861-1864.—*Truro*: Co. A, Elkanah Paine, corp.; Co. H, Anderson Rivers. *Provincetown*: Co. A, Henry Foster, died in Virginia, Dec., '63. *Wellfleet*: Co. B, Geovanni M. Podesta; Co. C, William W. Smith. *Harwich*: Co. D, Michael Barry; Co. G, James Brannan; Co. H, Augustine Phillips; Co. M, William E. Bills. *Yarmouth*: Co. D, Hezekiah Corliss; Co. I, John Toole. *Orleans*: Co. D, Carl. A. A. Forde, Andrew Thompson. *Dennis*: Co. D, David Nickerson; Co. I, Charles Makill, William Branch, trans. to Twenty-eighth. *Barnstable*: Co. H, George Brown. *Chatham*: Co. I, Henry Bridge.

Thirty-third Regiment, 1862-1864.—*Chatham*: Co. A, William White; Co. F, William Taylor. *Provincetown*: Co. A, Matthew Cavanaugh. *Dennis*: Co. C, Henry H. Fish. *Wellfleet*: Co. E, James Howard, Edward Quinlan; Co. G, William Anderson, trans. to Second; Co. I, Thomas Smith; unassigned, James Moran. *Brewster*: Co. I, John J. Ryder, corp.; Alfred J. Twiss, trans. *Orleans*: Co. I, Thadeus C. Baker, corp.; Bangs S. Baker, Thomas Clark, Thomas Dolan, John M. Hamilton, Thomas J. Monticello, James E. Studley, died at Alexandria, March, '64. *Eastham*: Co. I, Nathan A. Gill, Peter Higgins, Henry T. Morrison, died of wounds May, '64; Francis W. Penniman, died of wounds July, '64. *Sandwich*: Co. I, William P. Kelley, wounded. *Falmouth*: Co. K, Alvin N. Fisher, died wounds May, '64; Rufus F. Fisher, killed at Lookout Mountain, Oct. '63. *Harwich*: Co. K, John C. Mumford.

Thirty-fifth Regiment, 1862-1864.—*Harwich*: George N. Munsell, asst. surg; Co. A, Jeremiah Heylingburg, Gilman Hook. *Brewster*: Co. A, Hiram L. Eastman; Co. C, Bernard Corkery, transferred to Twenty-ninth. *Barnstable*: Co. C, Andrew B. Gardner. *Chatham*: Co. D, James Hambly, trans. to Twenty-ninth. *Sandwich*: John McNamara. Henry White of *Falmouth* was in the Thirty-sixth Regiment.

Thirty-eighth Regiment, 1864.—*Falmouth*: Elijah Swift, 1st lieut.; James M. Davies, com. serg.; Co. H, James N. Parker, serg.; William H. Bolles, corp.; William E. Davis, corp.; Benjamin L. McLane, corp.; Reuben E. Phinney, corp.; George W. Swift, corp.; James H. Baker, Silas R. Baker, Joseph A. Chadwick, Joseph B. Crocker, Andrew W. Davis, Henry O. Davis, James M. Davis, trans. to non-com. staff; John W. Davis, Leonard Doty, Timothy F. Doty, Cornelius B. Fish, George W. Fish, 2d, died Aug., '63; Jehiel Fish, died June, '63; Perry W. Fish, Augustus E. Fisher, died of wounds, June, '63; Robert Grew, Charles E. Hamblin, Bartlett Holmes, jr., Ezra S. Jones, died; Horace E. Lewis, died; Walter T. Nye, died. *Brewster*: Co. E, James K. Ewer, jr., trans. to Fortieth. *Wellfleet*: Patrick O'Neil, died 1864. *Sandwich*: Co. H, Naaman H. Dillingham, corp.

Thirty-ninth Regiment, 1862.—*Chatham*: Edward Beecher French, chap.; Co. A, Alvah Ryder, corp.; Benjamin Batchelder, wag., V. R. C.; J. N. Bloomer, Prince Eldridge, jr., Jas. Blauvelt, Daniel W. Ellis, William A. Gould, Nathaniel Smith, Eric M. Snow. *Harwich*: Co. A, Asa L. Jones, serg., trans. as lieut. to U. S. C. T.; Henry Smalley, William Field, Thomas E. Small. *Barnstable*: Unassigned, George W. Griffins. *Truro*: Frank Oakley.

Fortieth Regiment, 1862.—*Barnstable*: Joseph M. Day, capt., pro. to major; James N. Howland, 2d lieut.; Co. E, Noah Bradford, 1st serg.; William C. Gifford, serg.; Henry Goodspeed, trans. to V. R. C.; Eben N. Baker, corp.; Edwin W. Bearse, corp.; Cyrus B. Fish, corp.; William D. Holmes, corp.; John P. Lothrop, corp.; Charles O. Adams, Josiah A. Ames, Abijah Baker, Benjamin T. Baker, Obed A. Cahoon, died at Beaufort, Nov., '63; Reuben F. Childs, Rudolphus E. Childs, James Clagg, Charles W. Crocker, Isaac Crocker, William Dixon, Melville O. Dottridge, Lorenzo C. Drury, Alvin B. Felker, George G. Hallett, Joseph H. Holway, William P. Holmes, V. R. C.; Edward Hoxie, Philip Hughes, Leander W. Jones, Stephen M. Jones, William S. Lambert, Milton J. Loring, Howard M. Lovell, Henry N. Lyons, James Marchant, to V. R. C.; Gilbert C. Nickerson, Winsor Nickerson, Solomon Otis, killed at Drury's Bluff, May, '64; Samuel B. Otis, died at Beaufort, Nov., '63; George Paine, Nathan A. Pitcher, died at Folly Island, Nov., '63; John Q. A. Richardson, John G. Scobie, V. R. C. Joseph C. Scudder, Harry A. Smith, V. R. C.; James H. West, V. R. C.; John M. West, Artemas B. Young. *Yarmouth*: Co. A, Roland Lewis, corp.; J. C. Desilver. Co. E, John E. Young, corp.; Salmon C. Baker, Freeman S. Cash, Charles H. Chase, Asa F. Crocker, V. R. C.; David Crowell, Timothy Foley, William G. Harrington, Benjamin H. Matthews, George W. Ryder. *Dennis*: Co. A, Kelley Chase, jr., died at Portsmouth, Oct., '64; Cyrus Hall, Enoch F. Hall, Russell S. Hall, John G. Raynor. *Brewster*: Co. A, Edmund Crosby, died at Andersonville, Sept., '64. *Harwich*: Co. A, Jonathan Gifford, died at Andersonville, Aug., '64. Co. B, Charles Butler, Danford H. Chase, V. R. C.; James Dunn, V. R. C. *Sandwich*: Co. I, Patrick McMahan, serg.; Abraham Healey, corp.; Barzilla Manamon, corp.; Nathan C. Perry, corp.; Rodman Avery, Watson Avery, died at Miner's Hill, Sept., '62; Henry B. Baker, Thomas Ball, Luke P. Burbank, Benjamin F. Chamberlin, Abner Ellis, Charles E. Ellis, Nathaniel L. Ellis, died at Phil., July, '64; Thomas Ellis, died at Petersburg, Aug., '64; Luther T. Hammond, died at Beaufort, Dec., '63; James Harlow, James Hathaway, V. R. C.; John Huddy, John F. Johnson, Daniel V. Kern, Edward J. Lawrence, died at Folly Island, Nov., '63; Ensign Lincoln, Charles H. Little, George F. Lloyd, David Magoon, V. R. C.; Seth T. Manamon, William Manley, David Perry, jr., Henry Perry, John M. Perry, Sam-

uel Sampson, Charles E. Swift, Clark Swift, Dean W. Swift, died of wounds; Francis H. Swift, William H. Swift, Willard Weeks, died at Fortress Monroe, Jan., '64; Samuel J. Wood, died at Petersburg, Aug., '64.

Fifty-fourth Regiment, 1863, 1864.—*Falmouth*.—Co. B, Robert H. Hurdle, died at Morris Island, May, '64; Co. H, Alfred F. Scott, died at Beaufort, Feb., '64; Co. G, Peter Smith, trans. to Fifty-fifth. *Barnstable*: Co. D, Charles L. Ellis. *Harwich*: Co. E, William Broadwater. *Sandwich*: Co. H, George H. Clark. *Provincetown*: Joseph Crooks, trans. to Fifty-fifth. *Eastham*: Co. I, John A. Green, trans. to Fifty-fifth.

Fifty-sixth Regiment, 1864.—*Yarmouth*: Co. A, Albert Moran, died of wounds received May, '64. *Provincetown*: Co. A, James G. Stone. Co. E, James Drury, died at Millen, Ga. Co. F, John Hughes, corp. Co. G, Charles Williams; Co. H, Jesse Freeman, jr., serg.; Thomas V. Mullen, corp.; Samuel G. Smith, corp.; Freeman A. Smith, mus.; Michael Bennett, Charles W. Burkett, William H. Hammond, Solomon R. Higgins, died at home, March, '64; John W. Hoben, killed Weldon R. R., Sept., '64; Robert T. Hooten, Nathan S. Hudson, Joseph King, died at Salisbury, Nov., '64; John C. Lunt, killed at Petersburg, July, '64; William McIntosh, Michael A. Parker, Samuel Pettis, Reuben W. Rich, Taylor Small, jr., died at Danville, Va., Feb., '65; John R. Smith, John E. Smith, died at Philadelphia, June, '64; William Soule, Eliphalet H. Weldon. *Eastham*: Co. C, George Broche; Co. D, Stephen T. Foster, Henry H. West. *Barnstable*: Co. D, George W. Childs, died of wounds, June, '64; William A. McLeod, John A. Nicholson, died of wounds, May, '64; Co. H, John S. Lunt; Co. I, Charles E. Miller, Emil Tellburn, killed at Petersburg, July, '64. *Wellfleet*: Co. F, Charles Schmidt. *Truro*: Co. G, John Carroll, serg.; Jacob Rock. *Dennis*: Co. G, Ansel Edmondson, corp.; William Gay, Charles Girard, John J. Mahoney, Addington Miall, Co. H, Hugh Riley; Co. I, John Artemas. *Brewster*: Co. G, John Broady. *Sandwich*: Co. K, John Murphy, died at home, March, '64. *Falmouth*: Co. H, John Davis, corp.; William Bates, to V. R. C.; Edward Harris, James Hilton.

Fifty-eighth Regiment, 1864.—*Chatham*: Charles M. Upham, 2d lieut., pro. capt., killed Cold Harbor, June, '64; William H. Harley, 2d lieut., pro. capt., killed Spottsylvania, May, '64; Co. H, Horatio F. Lewis, 2d lieut.; Franklin D. Hammond, 2d lieut., killed at Petersburg, June, '64; Co. A, Nathaniel B. Smith, serg., killed at Cold Harbor, June, '64; Francis Armstrong, serg., died of wounds June, '64; Pliny F. Freeman, serg.; George W. Hamilton, serg.; Samuel Hawes, jr., serg.; Aaron W. Snow, serg.; Charles B. Bearse, John Bolton, killed at Cold Harbor, June, '64; Joshua H. Chase, Zabina Dill, died at Anderson-

ville, Aug., '64; Nathan Eldridge, killed at Spottsylvania, May, '64; Washington A. Eldridge, Stephen Ellis, Harrison F. Gould, Josiah F. Hardy, Samuel Harding, Seth T. Howes, killed at Wilderness, May, '64; Charles Johnson, Henry W. Mallows, Charles Mullett, Edwin S. Nickerson, Benjamin F. Pease, Bridgeman T. Small, Albert E. Snow, V. R. C.; Zenas M. Snow, David G. Young, died in Virginia, May, '64. *Provincetown*: Albion M. Dudley, pro. capt.; Co. A, Jeremiah Bennett, killed at Cold Harbor, June, '64; Co. I, Albion N. Dudley. *Harwich*: Co. A, Heman Chase, jr., 1st lieut.; S. B. N. Baker, made 1st lieut. July, '65; Nathan Downey, 2d lieut.; David Kendrick, pro. lieut. July, '65; Co. A, Charles W. Hamilton, Isaac L. Kendrick, David P. Ryder, corp.; Albert F. Allen, Benjamin Bassett, Benjamin F. Bassett, died of wounds June, '64; W. H. H. Bassett, died at Danville, Jan., '65; George G. Burgess, Simeon Cahoon, died of wounds July, '64; Thomas G. Cahoon, Elijah Chase, Francis L. Doane, was prisoner; Solomon N. Doane, died at Andersonville, Aug., '64; Alpheus Eldridge, died of wounds June, '64; Cyrus Ellis, 2d; Moses A. Handy, pris.; Jahiel Jordan, died at David's Island, June, '64; Daniel Lenihan, Charles W. Nickerson, George W. Nickerson, Warren Phillips, jr., Charles A. Robbins, Ezra B. Ryder, Antonio Silver, Asa Simmons, Ebenezer Smalley, died of wounds at home July, '64; Stephen Smith, wounded; George S. Studley, Charles Tuttle, John B. Tuttle; Co. C, Everett W. Doane, killed at Petersburg, April, '65; Moses Doane; Co. E, Jerry Slattery, killed at Petersburg, April, '65; Co. G, Horace B. Chase, corp.; Co. H, Winslow Baker, died at Salisbury, Dec., '64; Joseph Barstow, Henry Brown, Joshua R. Burgess, died at Salisbury, Jan., '65; Francis S. Cahoon, Edward C. Chase, Isaiah Chase, 2d, died at Alexandria, June, '65; Thomas B. Chase, Alvah B. Crabbe, died at Washington, June, '64; James B. Doane, V. R. C.; Alvan L. Drown, died at home Sept., '64; Jonathan Small, Seth B. Wixon; Co. I, Joseph Loveland; Co. K, Edward Pender, Alexander Purington; unassigned, Andrew Dolan. *Barnstable*: Co. A, Henry C. Blossom, 1st lieut.; Co. A, James R. Blagdon, died of wounds in Virginia, June, '64; George W. Cathcart, Charles G. Cook, died at Andersonville, Feb., '65; Eliphalet Doane, killed Petersburg, June, '64; Ebenezer Eldridge, killed at Spottsylvania, May, '64; Allen Marchant; Co. C, W. N. Baxter, James Woodman; Co. D, William A. McDonald; Co. E, Thomas Coleman, jr.; Co. H, James Pendergrass, died at Salisbury, Dec., '64; Timothy Robbins, died at Salisbury, Dec., '64. *Orleans*: Co. A, Samuel H. Everett, corp.; Co. F, Charles Clark; Co. H, Benjamin Taylor; unassigned, William D. Miles. *Brewster*: Co. A, Samuel F. Rogers, corp.; J. N. Allen, Barnabas G. Baker, died at Baltimore, March, '65; George S. Eldridge, Samuel Maker, died at Fredericksburg, May, '64; Reuben W. Ellis, Alonzo Rogers, jr.; Co. E, Lewis McClellan; Co. G, Benjamin F. Wixon, died at Spottsylvania, May, '64. *Yarmouth*:

Co. A, James P. Atkins, killed at Cold Harbor, June, '64; Co. D, Walter Hannaford, V. R. C.; Co. F, Samuel V. Bruen, George King, John V. Seyton, Patrick Sullivan, George Thomas. *Dennis*: Co. A, John S. Chase, Stephen R. Howes, died at Washington, June, '64; Salas N. Kelley, Ansel L. Studley, died at home, Oct., '64; Co. F, Henry V. Lord; Co. H, Freeman Hall, Amos C. Ryder, died of wounds June, '64; Co. H, Amos F. Wixon, killed at Cold Harbor, June, '64; *Truro*: Co. A, Enoch S. Hamilton, John L. D. Hopkins, died in Salisbury, Feb., '65; Benjamin K. Lombard, died at Andersonville, July, '64; John C. Ryder, John Wilson. *Eastham*: Samuel Nickerson, jr., killed at Petersburg, Jan., '65; William Willis; unassigned, John Brown, Edward Foss. *Sandwich*: Co. A, Timothy Taylor, John W. Tinkman; Co. C, Roland G. Holway, died at Washington, Aug., '64; Co. F, John Peterson; Co. H, Samuel W. Marvel, serg., died at Salisbury, Dec., '64; Co. K, John Leary. *Wellfleet*: Co. E, William Brown, 2d, James Gill.

Fifty-ninth Regiment, 1864.—*Wellfleet*: Co. C, Frank Leonard, Alexander McDonald. *Falmouth*: Co. D, Edward McCarter, James McCarroll; Co. E, D. W. Mace. *Yarmouth*: Co. F, Morris Lewis; Co. G, Jean M. Harmon, killed at Wilderness, May, '64. *Sandwich*: Co. F, Moses Gerrom, John Hoffman, Charles Rheinhardt, Herman J. Smith, trans. to Fifty-seventh. *Orleans*: Co. F, John Magee. *Dennis*: Garland S. Seward, trans. to Fifty-seventh.

Veteran Reserve Corps, mustered in 1864.—*Harwich*: Josiah Armingtton, Robert Hanwell, William Harris, Charles Lang. *Chatham*: Leroy Aumock, Michael Bourke, Henry Buschman, Edward Carey, Edward G. Hall, William Hatfield, James McBride, William McDermott, John Powers, Samuel Swartwout. *Provincetown*: Edward Ballard, M. P. Brady, Joseph Brigham, William H. Isaac, William Laughlin, Patrick McCarty, Alexander Meek, M. D., Henry A. Packard, Carlos Guinn, George K. Richards, John T. Smith, James D. Vaughan. *Falmouth*: Charles Broukee, James Daly, John Kennigh, George W. Ryerson, Persaville W. Williams. *Brewster*: Michael Considine, Otis Hemenway, Franklyn B. Murphy. *Orleans*: Matthew Delaney, James Eagan, Daniel Finn, M. McDonald, E. G. Tuttle. *Sandwich*: George W. Derby, D. J. O'Neil. *Dennis*: William Fink, Patrick McKeyes, Lewis Rowland. *Wellfleet*: John J. Malone, V. A. Pickering, William Schulter. *Yarmouth*: Patrick Sheridan. *Eastham*: Erastus Walker.

Regular Army mustered in 1864.—*Sandwich*: Addison H. Cutting, into Nineteenth Infantry; William H. Wright, into signal corps. *Brewster*: Henry Hart, into engineer corps. *Eastham*: James Hennessey, signal corps. *Falmouth*: John Manning, Third Art. *Harwich*: Newell H. Miles, Eleventh Infantry.

The town of Barnstable is having made a careful manuscript

record of her soldiers, for preservation in her town archives. The compiling, entrusted to Gustavus A. Hinckley, is to be finished in 1890. Other towns have revised their soldier lists since the publication of the adjutant general's report on which this chapter is based.

Besides those soldiers above mentioned the Fourth Regiment had Neil McIntosh, of Dennis, and James Colvin, of Harwich; the Seventeenth had William Fay and Frank Varnum; the Nineteenth had Charles Davis, William Miles and Conrad Wilson; and in the Twentieth, John H. Dimon was in Co. E; William Marshall was in Co. F; John McCawley was in Co. G; and John McDonald in Co. H.

We have purposely omitted the records of desertions which the official reports contain. They were largely from among the substitutes enlisted from non-residents of the county.

In 1865, after the close of the war, the survivors of this body of patriots returned to their homes and were received with every demonstration of honor and thankfulness. The ex-soldiers have continued the memories and friendships of the war by the establishment of Posts of the Grand Army of the Republic at Sandwich, South Chatham, and Provincetown, to which the veterans of the surrounding towns belong. These organizations are more fully mentioned in the histories of the villages where located.

In grateful remembrance of fallen heroes, five towns have erected monuments to their memory, Barnstable having the most elaborate. It was erected at Centreville, dedicated July 4, 1866, being the first in the state in point of time. Its cost was \$1,050, the site being donated by F. G. Kelley, and the beautifully proportioned pile of Concord granite bids fair to stand forever. Upon the four faces of the shaft the name, age and date of death of each of Barnstable's soldiers are deeply carved—on the north, Thomas Coleman, jr., Enoch Crocker, Eliphalet Doane, Ebenezer Eldridge, Josiah C. Fish, Cyrus B. Fish, Alfred C. Phinney, and Shubael Linnell; on the west the names of Timothy Robbins, Joseph C. Scudder, Martin S. Tinkum, Aaron H. Young and Nathan F. Winslow. On this west face are also the names of James C. Crocker and Anthony Chase of the navy. The south contains the names of William L. Lumbert, Allen Marchant, Solomon Otis, Samuel B. Otis, James Pendergrass, Albro W. Phinney, Nathan A. Pitcher, Andrew P. Cobb and James A. Hathaway; and on the east face are those of Clarence W. Bassett, George H. Bearse, James R. Blagden, Charles G. Cook, Simeon C. Childs, Job F. Childs, Obed A. Cahoon and Horace L. Crocker. The grounds around this monument are beautifully laid out and well kept.

The people of Chatham have indicated their gratitude by the erection of a shaft on the corner of Main and Sea View streets. The deeply engraved inscription, "Erected by the town to those who fell 1861-1865,"

surmounts the column; and on the east side are the names of Captain Charles M. Upham, Lieutenant Franklin D. Hammond, David G. Young, Benjamin F. Bassett, Zebina H. Dill, and Edwin S. Nickerson. The west face bears the names of Captain William H. Harley, Sergeant Nathaniel B. Smith, Sergeant Francis M. Armstrong, Seth T. Howes, Nathan Eldridge, John Bolton, and James Blauvelt.

Orleans, a few years after the war, erected on the square opposite the town house a fine shaft surmounted by the life-size figure of a soldier at parade rest. On the north face of the monument are the names of James E. Studley, John M. Cowan, Joseph Moody, and Lewis Eldridge; and on the south, Isaac Y. Smith, Joshua Gould, Freeman A. Sherman and John W. Walker.

In 1866 the Ladies' Soldiers' Aid Society, assisted by the subscribers to the war fund, erected a monument at Wellfleet in the burial ground at the head of Duck creek. Upon the south square of the main shaft are the names of William A. Holbrook, Daniel M. Hall, and Charles R. Morrill; and on the north the names of those who died in the naval service—Levi Y. Wiley, John Y. Cole, John D. Langley, and John N. Langley. The monument, surrounded by an iron fence, stands adjacent to the highway.

Provincetown, at a cost of about \$2,800, erected a fine monument to the memory of her soldiers. The face bears this inscription:

ERECTED BY THE TOWN OF PROVINCETOWN IN 1867 IN GRATITUDE TO THE MEMORY OF THE FALLEN WHO SACRIFICED THEIR LIVES TO SAVE THEIR COUNTRY DURING THE GREAT REBELLION OF 1861-1865.

The right face has this inscription:

ARMY.

THOMAS J. GIBBONS.
 GEORGE LOCKWOOD.
 HENRY A. SMITH.
 GEORGE E. CROCKER.
 JEREMIAH BENNETT.
 ELKANAH SMITH.
 TAYLOR SMALL, JR.
 JOHN G. LURTEN.
 JOHN W. HOBBS.
 JOHN R. SMITH.
 SOLOMON R. HIGGINS.
 JOSEPH KING.

The inscription on the left face is:

NAVY.

JOSIAH C. FREEMAN.
 SAMUEL T. PAINE.
 WILLIAM E. TUPPER.
 WILLIAM H. CHIPMAN.
 ASA A. FRANKEN.

CHAPTER VIII.

TRAVEL AND TRANSPORTATION.

BY HON. CHARLES F. SWIFT.

Packet Lines.—Mail Routes and Stage Coaches.—Railroads.—Express Lines.—Telegraph and Cable Lines.—The Telephone Service.

THE methods of communication with the great centers of business and intelligence serve to mark the progress of modern civilization in a community. Travel on foot or on horseback between the Cape and Plymouth, or Boston, was the primitive method when such travel was imperative; but owing to the rude state of the roads, the frequent necessity of fording streams, and the poorly constructed bridges, this method of communication was resorted to only in cases of extreme urgency. How great was the burden may be inferred from the vote of the town of Yarmouth in 1701, when Mr. John Miller, the representative elect to the general court, was allowed two extra days to go and return, "in consequence of his age and the greatness of the journey." The water, under such circumstances, was the element which offered the greatest inducements to travellers on the score of comfort and speed, if not for perfect reliability. Though advantage was usually taken of transient vessels to procure passage to and from Boston, it does not seem probable that regular lines, running on fixed and stated days, were established much if any before the beginning of the present century; and it was thirty or forty years more before the business assumed anything like the proportions which it arrived at a few years prior to the establishment of railroad communications. It was probably somewhat later when stage coaches came into vogue, and they, too, had to give way to the all-conquering steam cars.

The mode of travel by the packets was much better adapted to the promotion of sociability and the cultivation of acquaintanceship than our present rapid transit by rail. With twenty-five to fifty persons crowded into the cabins and upon the decks of a small schooner, as was often the case, there was frequent occasion to exercise the graces of courtesy, self-forgetfulness and consideration for the convenience of others. Men and women, thrown together under such circumstances, soon became sociable and communicative. All sorts of topics

were discussed, from original sin to the price of codfish. Experiences were related and results compared. When these resources were exhausted recourse was had to amusements, and not unfrequently the younger and less rigid of the passengers would perhaps resort to a game of checkers, or a quiet game of "old sledge," down in the hold or the forecastle. Travel by packet was a great leveler of social distinctions—the squire, the village storekeeper, the minister or the doctor being constrained to take up with the same fare as their more humble neighbors, upon whom they were obliged to depend for some degree of deference or courtesy. On the other hand, these important personages often felt impelled to exercise a degree of condescension to those with whom they were thrown in such intimate relations. A good steward was a great acquisition to a packet, as much dependence was placed by all who were not seasick upon the refreshments served to the passengers. It is well known that a sea trip is a great sharpener of the appetites of such as have any appetite at all, and it seems almost incredible, in view of the gastronomic feats accomplished on some of these trips, that a living business could be carried on under such conditions for twenty-five cents per meal.

Great was the excitement on land when the packet was signaled in the offing or back of the bar. The shores were swarmed long before her arrival, the wharf was crowded, and scores of expert hands were ready to catch the warp as it was tossed ashore from the approaching vessel. Then came eager inquiries for "the news," and an exchange of greetings between reunited friends, or words of regret because of the non-arrival of others. In those days scores of men from the Cape villages sailed from Boston, and this was the usual way of reaching home after their return from voyages abroad. The passengers landed and order restored on the cluttered decks, bulk was broken and the freight briskly passed ashore. There were innumerable barrels, hogsheads, boxes, sides of beef, carcasses of mutton or pork, and jugs in infinite variety, and not all of them filled with vinegar or molasses. From the summits of the highest hills signals had been hoisted on staffs to apprise the people on the south side that the packet was in. Ample notice was given in the same way of her intended departure. There was a good deal of rivalry between these vessels in the matter of speed. The Barnstable, Yarmouth and Dennis packets, and those from the towns below, used to put forth their best efforts to make the quickest trips, and the regattas of modern times were anticipated by these rival packet craft. A good many five dollar bills changed hands on some of these occasions between the betting friends of the different vessels. Commencing on the bay side—because that was the scene of the greater portion of their achievements—and at Sandwich—by reason of its being the oldest town in the county—it will be a

matter of general interest to trace the development, growth and ultimate abandonment of the two channels of communication—the packet and the stage coach.

SANDWICH.—The first packet between Sandwich and Boston, of which there is any data existing, was the *Charming Betty*, a sloop of forty-five tons, built in 1717 by Thomas Bourne, and purchased by Simeon Dillingham. Other packets, we know by tradition, plied between these ports, but their names have not been preserved. About 1825 the sloops *Polly*, Captain Roland Gibbs, and *Splendid*, Captain Sewall Fessenden, were on this route, and Captain Charles Nye run the *Charles*, which was built on the shore below the present town house. Deming Jarves afterwards built, just below the glass works, the sloop *Sandwich* (which was perhaps the first regular passenger packet), also commanded by Captain Charles Nye. The *Henry Clay*, built by Hinckley Brothers at West Sandwich in 1831-2, was commanded by Captain George Atkins. The sloop *Sarah*, commanded by Calvin Fish, ran from the village with wood and passengers, and between these last two there was a sharp rivalry. The village people, not satisfied with the sailing qualities of the *Sarah*, purchased the schooner *Nancy Finley*, and the competition continued. About 1840 the Boston and Sandwich Glass Company purchased the schooner *Sarah*, a fleet craft, also commanded by Captain Atkins. The village people tried again, and bought the schooner *Cabinet*; Captain Roland Gibbs commanded her, and afterward the sloop *Osceola*, a fast sailer.

The packeting business was in its glory just before the advent of steam cars, in 1848. Competition was brisk and rates were cut from one dollar to twenty-five cents per trip. After the opening of the railroad the business began to decline. Captain Sears left the line and took command of a brig in the freighting business. The Glass Company also took off its packet. The *Wm. G. Eddie*, Captain Stephen Sears, ran a few months, but was not remunerative. Early in the fifties, Mr. Jarves had a disagreement with the railroad company as to the rates of freight, and in conversation with Mr. Bourne, the superintendent, threatened to put a steamer on the route between the Cape and Sandwich. Mr. Bourne, it is stated, remarked that "the acorn was not yet planted to grow the timber for such a steamer." But the steamer was built, and remembering the conversation, Mr. Jarves named her the *Acorn*. She ran a few years, and was commanded by Captain Roland Gibbs. But both steam and sailing vessels in the end succumbed to the railroad as a means of communication with the outside world.

FALMOUTH.—The geographical position of this town rendered regular water communication with Boston impracticable. But in the early and middle parts of the present century there was constant and regu-

lar communication with Nantucket, which was then a place of great relative importance. Several vessels ran between Falmouth, East Falmouth and Nantucket, with wood for the island, and all these craft took passengers, particularly during the great local festival, "sheep-shearing," when the natives and their friends from abroad held high carnival together for a week! This intercourse continued after the glory of sheep-shearing had departed, until the opening of steamboat communication between Nantucket and the main land.

The first packet, of which any knowledge exists, running between Falmouth and New Bedford, was a large sail-boat owned and run by Captain James Stewart about the year 1826. About 1827 the sloop *Henry Clay*, Captain Ezekiel E. Swift, was put upon the route between the two places, and ran for several years. Owing to increase of business about the year 1834, another sloop, called the *Swift*, was built and run by Captain Swift, formerly of the *Henry Clay*, which latter was run by Captain John Phinney, both vessels running to and fro on alternate days. In 1836 another sloop, the *Temperance*, was put on the route and the *Henry Clay* was withdrawn. A few years later Captain Swift retired, and was succeeded by Captain Oliver F. Robinson for many years thereafter. Since the Woods Holl railroad was opened, no direct line of packets has run to New Bedford from this town. But daily and more frequent steamboat communication in summer is still maintained between Woods Holl and New Bedford.

Regular communication was maintained between West Falmouth and New Bedford by Captain William Baker of the packet sloop *Nile*, with which for years he made tri-weekly trips from West Falmouth. He and his craft were succeeded by Captain James D. Hoxie in the sloop *Peerless*, with which the three round trips weekly were made until the opening of the Woods Holl railroad.

BARNSTABLE.—The town of Barnstable had in 1800 but a small amount of shipping, and it is not known that any regular packet line was maintained here. In 1806 the schooner *Comet*, 105 70-95 tons burthen, commanded by Captain Asa Scudder, made frequent trips between Barnstable and Boston. At the time of the declaration of war with Great Britain, in 1812, the sloop *Independence*, of about thirty tons, Captain Richard Howes, was running transiently as a Barnstable and Boston packet. Before the close of the war, in 1814, on her return passage from Boston, this vessel was fired into, boarded and burned by the crew of the British frigate *Nymph*, having been set on fire with her sails all standing. The captain and passengers were taken in a barge to the frigate. Their names were: Richard Howes, John Lothrop, David Parker, Timothy Phinney and his young son, Sylvanus B. Phinney, all of Barnstable. They were landed the day following near Boston light. The cargo, mostly groceries, belonged to

Mr. Parker, one of the passengers, a trader at West Barnstable. The frigates continued to annoy the packets on this coast until the close of the war.

Several ship-yards were established in this town after the war. Four of the most prominent packets between Barnstable and Boston—the schooners *Globe*, *Volant*, *Sappho* and *Flavilla*—were built here by Captain William Lewis. The sloop *Freedom* was also built at West Barnstable, and ran as a packet to Boston a few years, commanded by Captain Washington Farris. The sloop *Science*, Captain Joseph Huckins, and schooner *Globe*, Captain Simpson, were of this line until about the year 1826. In 1828-9 the sloop *James Lawrence*, Captain Goodspeed, and schooner *Volant*, Captain Huckins, formed the regular line to Boston. In 1831-2, the schooner *Volant*, Gorham, and the sloops *James Lawrence*, Goodspeed, *Betsey*, Fish, and *Velocity*, Lewis, ran to Boston. In 1833-4, the schooners *Globe* and *Volant* were in the regular line. In 1836 Captain Matthias Hinckley took charge of the *Globe*, and Captain Thomas Smith of the *Sappho*, in this line.

At this period the travel by packets to Boston had largely increased, and it was felt that the time had come for vessels of greater speed. The sloop *Commodore Hull* of Yarmouth was considered the fastest on the coast, and in 1838 Captains Matthias Hinckley and Thomas Percival went to Sing Sing, N. Y., to contract for a new packet to compete with her. The sloop *Mail* was the result, and many are now living who remember the excitement which was created in the race which took place from Barnstable to Boston, between those two packets. With a strong southerly wind they left Barnstable bar, during the forenoon. Running side by side as far as could be seen from the shore, they made the passage in about six hours, the *Mail* having passed into the dock at Central wharf not over three lengths ahead of her rival. This slight victory was, however, believed to have been accidental, as the *Commodore Hull* was considered the fastest sailer of the two. Captain Percival made the passage with Captain Hinckley to give him the advantage of his own experience.

In 1841 the *Mail*, *Emerald* and *Sappho* were of the line. In 1843 the steamer *Express*, Captain Sanford, ran a part of the year, taking passengers between Boston, Plymouth, Barnstable and Provincetown. In 1845 the *Sappho* and *Mail* continued their regular trips, and the steamer *Yacht*, Captain Sanford, took the place of the *Express*. The steamer *Naushon*, Captain Paine, was then making occasional trips from Boston to Wellfleet and Provincetown, and less frequently to Yarmouth and Barnstable. In 1846-7 the sloop *Emerald*, Captain Joseph Huckins, jr., and the *Sappho* and *Mail* comprised the regular line. The *Flavilla* also made several trips, when not in the fishing business. In 1850-1 the sloop *Rough and Ready* was added to the line, and in

1852-3-4 the *Mail*, *Sappho* and *Premium*, Captain Arey, constituted the line. During a portion of the season of 1854 the steamer *Acorn*, Captain Gibbs, was running between Boston, Sandwich, Yarmouth and Provincetown. The excursions of the steamers, so frequently made, did not destroy the business, for in 1857 the *Mail*, Captain Crocker, *Abby Gould*, Captain Young, and schooner *L. Snow, Jr.*, Captain Backus, continued to run through most of the year. During the season the *Mail* made occasional trips to Boston, under the command of Captain Aaron H. Young. The travel, however, had largely decreased, as the railroad cars had commenced running. In 1858 the *Mail*, Captain Young (which vessel had been changed into a schooner), and the sloop *Simon P. Cole*, Captain Crocker, continued to run through most of the season. In 1859 the *Emerald* was sold, and in 1860 the fleet was reduced to the schooner *Flora* and the sloops *Mail* and *Simon P. Cole*. In 1861-2-3 there was not a vessel running regularly between Barnstable and Boston, most of them having embarked in the coasting trade from other ports, and in 1864 it was rare that a flag was seen flying at mast-head from vessels at either of the three wharves at Barnstable.

YARMOUTH.—Probably before the commencement of this century packets were running with more or less regularity between Yarmouth and Boston. Captains Job Crowell, Nathan Hallet, Prince Howes and Ansel Hallet were the earliest packet masters of whom knowledge now exists. Captain Ansel Hallet commanded the sloop *Betsey* for some years after the war of 1812-15. He afterward sailed another sloop called the *Messenger*, and lost his life in 1832, while laboring to get her ready for sea. In swinging her around preparatory to starting, the vessel grounded on a sandbar. Captain Hallet, while assisting at low tide to dig beneath her in order to deepen the channel, was crushed to death by the vessel rolling over.

At Town Dock, Captain Thomas Matthews, sr., some sixty years ago, ran the sloop *Martha Jane* between that part of Yarmouth and Boston. Later Captain Isaac Hamblin commanded the sloop *Emerald* on the same line. This vessel was afterward sold and put on the line from Barnstable. The other wharf and landing was at "Lone Tree," a little to the eastward of the present Central wharf, which was built in 1832. This year the sloop *Flight* was placed on the Boston route under the command of Captain Edward Hallet, son of Captain Ansel, and the captain's brother, Ansel, went a part of the time as his mate. Captain Edward ran the *Flight* until about the year 1850, when she was sold, and Captain Hallet retired from the business. From some time in 1828 to 1836, Captain Paddock Thacher commanded the schooner *Commodore Hull*, and at the latter date was succeeded by Captain Thomas Matthews. In 1841 Captain Matthews built the schooner

Yarmouth, the best planned and most convenient craft that ever engaged in the business from this port. Captain Matthews commanded her until 1849, when Captain Nathaniel Taylor took charge and ran her until she was sold. Messrs. H. B. Chase & Sons employed her for several years as a coaster between Hyannis and New York and vicinity. About 1850 Captain Ansel Hallet ran a packet sloop called the *Maria*. After that he engaged in the same business with the schooner *Chas. B. Prindle*, from 1856 to 1860, though not in that employment all the time. She was wrecked the latter year off Manomet, Plymouth,

Contemporary with the *Flight* and *Yarmouth*, from about 1841 to 1843, Captain Paddock Thacher ran the sloop *Simon P. Cole*. After the sale of the *Yarmouth*, Captain Nathaniel Taylor commanded the schooner *Lucy Elizabeth* from 1855 to 1859, when, in consequence of injuries received on board, he gave up the command to Captain Elkanah Hallet, who was in charge but a few months, being succeeded by his brother Charles, who ran her two or three years, until she was withdrawn. In 1862 Captain Edward Gorham, who had previously run the schooner *H. S. Barnes*, with others purchased the schooner *North*, of Dennis, which was run to Boston under the command of Captain Gorham, until the year 1870, when the *North* was disposed of, and since that time there has been no Boston packet from this place, where two or three were formerly well supported. An attempt to run a small sloop after the withdrawal of the *North*, for certain kinds of freight only, proved a failure.

DENNIS AND EAST DENNIS.—There seems to be a good deal of evidence that regular communication by water between this part of the Cape and Boston commenced at an early date. In letters written as early as 1739, now in the possession of Captain Thomas P. Howes, reference is made to such channel of communication. In the latter part of the last century Captain Nathaniel Hall was running a packet—name unknown—from Dennis to Boston. Early in 1800 Captain Jeremiah Hall commanded a packet between Dennis and Boston, and was knocked overboard and drowned on a trip from the latter place. In 1821 the sloop *Sally* was built in the meadow below where Mr. S. H. Nye now lives, and was launched and passed down the cove west of the Bass Hole. She was twenty-eight tons burthen, and was mostly owned by Captain Uriah Howes, who placed her on the route to Boston. She soon passed into the charge of Captain Ezra Hall, who ran her as a packet until 1832. The sloop *Heroine*, commanded by Captain Jeremiah Howes, sr., was put on the same route about the same time, but was withdrawn sooner. The schooner *North* was built in Connecticut in 1833, and commenced running under the command of Captain Oren Howes, who had for some time previous commanded the *Sally*. The *North* was for that day a fine craft, with ample accommodations,

and Captain Howes was a popular and energetic commander. He gave up his command in 1854, and was succeeded by Captain Isaiah Hall, who had for some time been his mate. She continued on the route until 1862, when she was sold to Yarmouth parties, being the last of the Dennis packets.

The East Dennis packet trade was in early times kept up by transient vessels. It is stated that Mr. Edmund Sears, early in the century, ran a Boston packet called the *Betsey* for a number of years. Later, his two sons—Judah and Jacob—ran a packet schooner called the *Sally and Betsey*, named for their two wives. Judah was nominally the captain. This was previous to 1828. About that time Captain Dean Sears ran a Boston packet schooner called the *Eliza and Betsey*, and at the same time Captain Joseph H. Sears was running a sloop called the *Combine*. In 1833 two new schooners, the *David Porter* and the *Combine*, were put on this line—the latter seeming to be a popular name in this locality. The old vessels were withdrawn, and Captain Dean Sears commanded the *David Porter*, and Captain Joseph H. Sears the *Combine*. The former continued to run as a packet after all the others had given up the business, and was not withdrawn until about 1874. She had, however, several masters. Captain Dean Sears left packeting to command ships. Captains Constant Sears, Enos Sears, Stillman Kelley (from 1840 to 1849) and ———— Sears had charge of her at various times. The *Combine* had a much shorter career as a packet. Captain Joseph H. Sears also left her to take charge of ships in the foreign trade, and to own in and manage them. It can be truthfully said of the packet masters who for half a century or more plied between the north side of the town and Boston, that they were men of great activity, extraordinary skill in handling their vessels, seldom meeting with accidents, and of undisputed integrity of character.

CHATHAM.—Communication between Chatham and Boston by sailing packets was for many years transacted via Brewster and Orleans, especially the former. In the earlier times the freighting to and from the city was in the fishing vessels after and before their summer voyages were made, the trades-people being generally owners in these craft. But more frequent and direct communication being needed, the packets on the bay side were resorted to. There were two packets—the *Chatham* and the *Sarah*—sailing from Brewster for several years after 1830, which divided the patronage of the Chatham public. They established a system of telegraphy, by means of flags and balls hoisted on high points of land from one town to another, which indicated the time of departure and arrival of these vessels. Conveyance across the Cape was generally in open wagons, with baggage lashed on behind. The farmers would leave the plough or scythe almost any day to go to Brewster for passengers.

The first regular packet between Boston and Chatham was the *Canton*, built about the year 1830, and run by Barzillai Harding. Several Chatham people owned an interest in her, and while she did a good freighting business the bulk of the travel continued to go by the Brewster route. Other packets came on later—the *John J. Eaton*, Captain Smith, *Eunice Johnson*, *C. Taylor, 3d*, *P. M. Bonney*, and others. Two good vessels were usually running at the same time, and did a profitable business carrying freight, until the railroad came down to the Cape, when the business gradually declined. A vessel, about the time of the *Canton*, ran between this place and Nantucket. The women used to go over to the island every year with produce for barter. From ten to fifteen small vessels for many years ran between Chatham, New Bedford and New York and the intervening ports, carrying fish, and returning with produce, flour, grain and the like. For several years prior to the opening of railroad communication, a regular packet ran between Chatham and New Bedford.

BREWSTER.—The earliest packet between this place and Boston of which there is any record, was the schooner *Republic*, commanded by James Crosby about the years 1818–20. She used to land her freight at a place on the shore called Point Rocks. Captain Crosby afterward commanded the sloop *Polly*, in the same business. Captain Solomon Foster for several years ran a packet sloop called the *Fame*; Captain Nathan Foster also commanded her. The breakwater and boat wharf were built by the owners of the packets about the year 1830. Captain John Myrick commanded the schooner *Chatham* for many years, and afterward the sloop *Rough and Ready*, up to the time of the advent of the rail cars. The schooner *Sarah* was a contemporary of the *Chatham* during most of the time she was on the route, and was commanded most of the time by Captain Freeman H. Bangs. Both these vessels were finely fitted for the accommodation of passengers, and they absorbed a large portion of the travel from Chatham and Harwich as well as from Brewster and vicinity. Captain Nathaniel Chase also commanded a small schooner called *Eliza Kelley*, some time before and shortly after the railroad opened. There has been no packet on the route for several years.

ORLEANS.—The earliest Boston packet from this place, of which there is any information, was a sloop of fifteen or twenty tons, Captain Edward Jarvis, which was running in 1808, and had then been some little time on the route. She had poor accommodations for passengers, and seldom carried any except those who were in no hurry. Captain Jarvis gave up his business in 1812, and was succeeded by a sloop commanded by Captain Asa Higgins. He was succeeded by Captains Abiel Crosby, Jonathan Rogers, Jonathan Crosby, Obed Crosby, Seth Sparrow and others, but the names of their vessels are not now avail-

able. About 1820, the sloop *De Wolfe*, commanded by Captain Simeon Higgins, who afterward became so famous as a hotel keeper and stage coach contractor, ran on this line for a number of years.

Not far from 1825, the need of better facilities for transporting their salt to Boston induced the manufacturers to encourage the construction of two schooners, and the *President Washington*, Captain Warren A. Kenrick, and *Lafayette*, Captain Jesse Snow, were built to accommodate the salt makers as well as the general travelling public. After a few years in command Captain Kenrick died and was succeeded by Captain Lot Higgins, and he, after a while by Captain Joseph Gould and others. The decline of the salt business led to the disposal of the two vessels and the substitution of smaller craft. The sloop *Elizabeth*, Captain Absalom Linnell, ran on this line several years. Her successors were the sloop *Taglioni*, Captain Benjamin Gould, and the *Harriet Maria*, Captain Samuel N. Smith. The *Harriet Maria* met with a serious accident on one of her trips in 1857. October 8th, in Boston harbor she was run down and sunk by the British steamer *Niagara*. One of the crew, being entangled in the rigging, was carried down and drowned before rescue was possible. The vessel was afterward raised and repaired. She was the last of the Boston packets, and continued on the route about two years after the cars ran to the town.

EASTHAM.—Captain David C. Atwood may be regarded as the pioneer of the packeting business between Eastham and Boston. In 1821 he procured a sloop of forty tons burthen called the *Clipper*, and commenced the business. Before this time passengers were brought by lumber vessels, which stopped at Boston both going and coming from the eastward; also by fishing vessels, which usually made a trip to Boston before and after the season's trip to their fishing grounds. Captain Atwood was on this route several years. After him came the *New York*, Captain Samuel Snow, which ran from Nauset harbor in the summer, and Bay side in the spring and fall. At this time Eastham manufactured about 30,000 bushels of salt. This rendered packet vessels in good demand. A few years later the schooner *Young Tell* was placed on the route by Captain Scotter Cobb, who was in the business for many years. This was the first two-masted packet Eastham had. Afterward Captain Cobb bought the Brewster packet, *Patriot*. He was succeeded by his son, H. K. Cobb, who ran the *A. C. Totten* for several years, and then built the *Bay Queen*, the largest and best of all the Eastham packets, and also the last of them.

After the *Young Tell* was given up Eastham parties bought the Yarmouth sloop *Flight*, the fastest sailer in the Bay. Not unfrequently these packets took from thirty to fifty passengers. No life was lost nor any serious accident occurred in all this time, which is ample tes-

timony to the skill and judgment of the commanders of these vessels. The fare for passages was usually seventy-five cents each way, and the time occupied for a run was from six hours to two days, according to the wind and weather. Besides the passenger packets other vessels, more especially designed for freighting, were for years on the route. In 1824 Captain Jesse Collins purchased the sloop *Algerine*, the first center-board vessel ever in these waters and a great marvel to all, and placed her on the route from Nauset harbor most of the time, and from the Bay the remainder, freighting salt to Boston at six cents per bushel from the first landing and five cents from the latter. In 1836 parties in the south part of the town bought the schooner *Combine*, of Dennis, for the same business, but she proved an unfortunate investment. The same fate befell the business here as elsewhere, upon the advent of the railroad, although it held out with a little more tenacity here than in the upper towns of the county. Some dozen years ago there was also a packet running from Eastham to Provincetown.

WELLFLEET.—It is not known that any regular packet ran between this port and Boston previous to 1812–15. At the close of the war a regular line was established, consisting of three sloops of from thirty to forty tons burthen, viz.: *Hannah*, Benjamin Freeman, master; *New Packet*, Joseph Higgins, master, and *Mary*, Joseph Harding, master. In 1819 the *New Packet*, on her trip to Boston, struck on Minot's Ledge in a thick fog and immediately sunk, the captain and two of his crew being saved. Two Methodist clergymen who were passengers were lost. In 1820 Captain Higgins had the sloop *Pacific* built to take the place of the *New Packet*. In 1826 the first schooner was built for this route—the *Swiftsure*, commanded by Thomas Newcomb. She created quite a sensation, and for a while took nearly all the passengers. In 1830 the schooner *Herald*, commanded by Henry Baker, was put on the route. In 1835 was built the schooner *Fremont*, commanded by Captain Thomas Newcomb, formerly of the *Swiftsure*. In 1836 was built the schooner *Merchant*, Henry Baker, master. The *Herald*, previously commanded by Captain Baker, was in charge this year of Captain Robert T. Paine, and had her berth at Blackfish Creek.

In 1847 were built the schooner *Sophia Wiley*, James Wiley, master, and the *Golden Age*, commanded by Captain Robert T. Paine, lately of the *Herald*. In 1853 and 1856 respectively, two larger schooners were built—the *Lilla Rich* and *Nelly Baker*, commanded by Captains Richard R. Freeman and Jeremiah B. Harding. These two packets, with the *Sophia Wiley* and *Golden Age* running part of the time, constituted the packet line of this place for about twenty-five years, when the failure of the oyster planting business and the advent of the railroad rendered it impossible to run them with profit. The schooner *Freddie A. Higgins*, Noah S. Higgins, master, was built in 1882, and with the small

schooner *J. H. Tripp*, J. A. Rich master, brought there the same year, constitute the present packet line between Wellfleet and Boston.

TRURO.—It cannot be ascertained that there was any vessel engaged in the packet business in this town prior to 1812, yet there can be no reasonable doubt that there was some periodical connection between this place and Boston many years before. The first regularly established packet of which there is authentic information was the pink, *Comet*, Captain Zoheth Rich. About 1830 the friends of Captain Rich built for him the schooner *Postboy*, "the finest specimen of naval architecture and of passenger accommodation in the bay waters." Her cabin and furniture were finished in solid mahogany and birdseye, and silk draperies. She was the favorite of the traveling public and was thronged with passengers. Captain Richard Stevens some years later ran successively the *Young Tell*, *Mail* and the fine schooner *Modena*. With the deterioration of the town harbors, the decline of the fishing business and the general suspension of the regular industries of the town, the packeting business also fell into decay before the day of steam cars.

PROVINCETOWN.—Though the leading commercial town on the Cape, Provincetown did not become prominent as a community, nor as a place of residence until some time after the war of 1812-15. During that period, as in the war of the revolution, its harbor was a rendezvous of British men-of-war, and its local shipping was, of course, annihilated. Probably about the year 1820, the sloop *Truth*—the first Provincetown packet of which any knowledge exists—commenced running between this port and Boston. She was owned by John Nickerson, who with his brother, ran her for several years. The sloops *Catherine* and *Packet* followed after the *Truth* commenced, and were for several years her contemporaries. The *Catherine* was commanded by Joseph Sawtle, and was subsequently wrecked on the "back side." Daniel Cook and afterward Jonathan Hill were the commanders of the *Packet*. In 1827 Jonathan Cook bought, at Saybrook, Conn., the sloop *Louisa*. She was regarded as a very fine craft and continued on the route under the command of Captain Cook, and of his son, Charles A. Cook, until about the year 1847. The latter afterward procured the sloop *Osceola* and engaged with her in the business.

Not far from this time the schooner yacht *Northern Light* was bought, and commanded by Captain Whitman W. Freeman, who ran her to and from Boston, from March to December, three times each week—something never before nor since accomplished by any craft. In 1848 the *Northern Light* was sold to go to California, and was wrecked and totally lost in the Straits of Magellan, on her voyage out. Another vessel was bought for Captain Freeman—the schooner yacht *Oleata*, a fast and trim craft; but she was soon sold to New Orleans

parties for a pilot boat. Afterward the sloop *Sarah*, and the *Powhatan*, Captain Jonathan Hill, were some time on the route. About 1835 the schooner *Long Wharf* was placed on the route, commanded by Captain William Cook, and later, the schooner *Melrose*. She went on a fishing cruise some years later and was wrecked in Bay Chaleur. The schooner *Waldron Holmes* was for some time a contemporary packet with the *Melrose*. Following these, came the schooner *Golden Age* from Wellfleet, which was commanded by Captain Nehemiah Nickerson. She was wrecked off Wood End in 1866. In 1867 the schooner *Nellie D. Vaughan* was procured for Captain Nickerson, and she, too, was lost near Watch Hill, in 1888, during the latter part of her career being in charge of Captain Joseph C. Smith.

The sailing craft have by no means had this business to themselves, the steamers coming upon the route at different times and taking the most lucrative portion of the traffic, and finally supplanting the pioneer class of vessels. About the year 1847 the steamer *Naushon* was placed on the route, running not only to Provincetown, but touching other ports in the bay between here and Boston. She ran two seasons and received a fair patronage. N. P. Willis, who was a passenger from Provincetown on one occasion, wrote a very graphic and entertaining account of the trip. The *Naushon* was followed by the steamer *Acorn*, whose history has been already sketched. She was sold, in 1861, for a blockade runner, and was run down by one of the national war vessels, and was planted where she never came up, on the sands upon the coast of North Carolina. In 1863, the commodious steamer, *George Shattuck*, Captain Gamaliel B. Smith, commenced running, and continued on the route until 1874, when she was sold to run in a packet line between St. John, N. F., and Quebec. In 1885, the steamer *Longfellow*, Captain John Smith, commenced her trips between Provincetown and Boston. She is a craft of about 500 tons burthen, shapely, convenient and well built, and serves the traveling public to the general satisfaction, and has no competition in the business.

THE STAGE COACHES.—The transmission both of intelligence and of individuals from one locality to another are so intimately connected and so interwoven that we are constrained to consider the two together. The earliest couriers known to the Cape were the swift-footed Indians, who in 1627, when the *Sparrow Hawk* was wrecked at Nauset harbor, carried the intelligence to Plymouth several days before the messengers sent by the captain of the shipwrecked vessel to apprise the settlers of their distressing situation arrived there with their message. The first express or mail of record on the Cape was in 1654, when the governor of Plymouth colony paid John Smith for carrying letters from Plymouth to Nauset. For nearly 150 years, the dependence of private citizens for the transmission of letters was upon

such casual travelers as chance happened to throw in the way. But the exigencies of the times required some system of more speedy communication between different communities, and in 1775 the following mail route was established from Cambridge, through Plymouth and Sandwich, to Falmouth, once a week:

“Plan of riding from Cambridge to Falmouth: To set off from C. every Monday noon and leave letters with William Watson Esq., postmaster at Plymouth, on Wed. 9 o'clock A. M.; then to Sandwich and leave letters with Mr. Joseph Nye 3d, Wed. at 2 o'clock P. M.; to set off from S. at 4 o'clock and leave letters with Mr. Moses Swift, at Falmouth, Thurs, at 8 o'clock A. M. To set off on his return Thurs. noon, and reach Sandwich at 5 o'clock, and set off from thence at 6 o'clock Friday morning and reach Plymouth by noon; to set off from Plymouth Fri. at 4 P. M., and leave his letters with Mr. James Winthrop, postmaster in Cambridge on Saturday evening.”

The first United States mail between Barnstable and Boston commenced running in 1792, when John Thacher, of Barnstabe, contracted with the government to perform the service, and made the first trip October 1st of that year. Timothy Pickering was postmaster general, and Jonathan Hastings postmaster of Boston. The post rider used to start on horseback from Barnstable Tuesday morning, and arriving at Plymouth in the evening, stopped in that town over night. The next night he arrived in Boston at the sign of the Lion, on Washington street, and delivered his mail to the postmaster. Starting from Boston Thursday morning, he arrived in Barnstable on Friday night. The mail was easily carried in one side of a pair of saddle-bags, and the other side was devoted to packages and an occasional newspaper. For his service in carrying the mail the sum of one dollar per day while in actual service was paid. Small as this amount is, there was a great outcry at the extravagance of the government in this respect.

In 1797 a weekly mail route was established from Yarmouth to Truro, the latter being regarded as an important town; but it was not considered of consequence enough to continue the service to Provincetown. Offices were established all along the route between Yarmouth and Truro. The next step in the progress of mail facilities was the establishment in 1812-15 of a postal line twice each week, as far as Yarmouth. Ebenezer Hallet was the post-rider, and the stirring news from the seat of war was the moving cause of this enlargement of mail facilities. In 1820 the mail was brought to Barnstable and Yarmouth three times a week, through the influence of the large number of ship owners and ship captains residing there. This arrangement continued until June, 1837, when a daily mail was established to come as far as Yarmouth. In the fall of 1854, soon after the establishment of railroad facilities, the mails were brought to Sandwich, Barnstable and

Yarmouth twice each day, and following the progress of the railroad to other towns in the county came the same postal facilities to the towns which the railroad line reached. A daily mail from Yarmouth to Orleans was established in October, 1847.

Postal communications with Provincetown are supposed to have been opened soon after the commencement of the century. The first postmaster is said to have been Orsimus Thomas, but the precise date of his appointment is not known. The Massachusetts Register for 1808 gives the name of the postmaster at Provincetown as D. Pease. When the mail, which was conveyed on horseback once each week, was about to start from town, a man was sent around with a tin horn to give notice of the fact. Samuel Thacher of Barnstable was the first contractor so far as is now known. Mr. Thacher's mail was carried in saddle bags holding about a peck. It was considered a distinction to have a letter in the mail. About 1820 a petition was in circulation in the lower towns to have a mail twice a week, but many refused to sign it, on the ground of expense, and because once a week was often enough. In the winter the mail carrier used to carry on one side of his horse a saw, and on the other a small axe, to clear away obstructions after the snow storms, when it was found necessary to cross the fields.

Mr. Thacher was succeeded by Joseph Mayo of Orleans. Mr. Mayo used to take his mail to the Pamet river, Truro, on horseback. Crossing the foot-bridge, he took another horse on the opposite side and proceeded to Provincetown, returning by the same route. By this plan he saved three miles each way through a sandy road. A daily mail was established prior to 1847. Mr. Mayo was the first to place a covered carriage on the route as far as Wellfleet, in 1838. Succeeding Mr. Mayo, Myrick C. Horton was carrier and contractor, and after him Simeon Higgins.

A stage-coach line, to transport passengers as well as the mails, was first run near the close of the last century—according to the best evidence obtainable, about the year 1790. This line ran at first from Plymouth to Sandwich, and was by gradual steps extended toward the extremity of the Cape. It had been established many years before William E. Boyden became the proprietor of the line, in 1820. He commenced by starting from Sandwich early each morning, and making a round trip between Falmouth and Plymouth. After a trial of three months he was obliged to desist, and then made the trip from Sandwich to Plymouth, and another carriage from Falmouth took the mail at Sandwich for the former town.

In a few years a line was put on the route between Sandwich and Falmouth. For many years these stages were run by mail contractors Charles Sears and Enoch Crocker, the terminus of the route being at

the famous tavern, afterwards dignified by the appellation of hotel, kept by the former person.

The stage ride from the Cape to Boston was a two days' affair until the opening of the railroad line to Plymouth, and was not resorted to except in cases of extreme urgency, and at times when the state of the weather rendered communication by the packets impracticable. Many persons who had lived to a good old age and had been all over the world had never been to Boston by land. But among those who had traveled this route existed many interesting, and in some respects pleasurable, recollections of the trip. Starting from the Cape at early dawn, the parties made up of men of all stations and degrees in the social scale, the stage-coach was an equalizing and democratic institution. The numerous stopping-places along the route gave ample opportunity for the exchange of news and opinions and to partake of the good cheer of the various taverns—for they had no hotels nor saloons in those days. Cornish's, at South Plymouth, Swift's, at West Sandwich, Fessenden's, at Sandwich, Howland's, at West Barnstable, Crocker's, at Barnstable, and Sear's, at Yarmouth, are pleasantly remembered by the old people of the present generation. A good meal and a hot toddy, in the days before the temperance movement had been inaugurated, left pleasant recollections of the place left behind, and excited agreeable anticipations of the next one to come.

On the south side of the Cape, below Yarmouth, a postal route was established to Harwich in the spring of 1804, Ebenezer Broadbrooks being the first postmaster; and a few years later it was extended to Chatham, and offices opened in South Yarmouth and South Dennis. Samuel D. Clifford of Chatham carried the mails in 1826 and for some time thereafter, on horseback. One route was from Yarmouth, to South Dennis, West Harwich, Harwich, Chatham, and Orleans; the other was from Yarmouth to South Yarmouth, Hyannis, Osterville, Cotuit, South Sandwich, and Sandwich. Barnabas B. Bangs was the contractor for carrying the mails to Provincetown, sub-letting from Orleans to that place. The mail stages which were run on the south side of the Cape from Yarmouth were driven by Jacob Smith, who was also a contractor, and Calvin B. Brooks, who was a somewhat notorious trader in horses, well remembered for his sharp remarks and his rather sharp practices, making, nevertheless, few real enemies among his victims. For the years before the advent of the cars, the contractor on the Chatham and Yarmouth line was Rufus Smith; from Yarmouth to Orleans, Simeon Higgins; and from that town to Provincetown, James Chandler, and afterward Samuel Knowles.

From Hyannis, Centreville, and other shore villages to Sandwich, Dea. James Marchant ran three trips per week, from 1836 to 1840. He was followed successively by Eli Hinckley, Gorham F. Crosby and

John F. Cornish. From Hyannis to Nantucket, from 1825 to 1830, the mails were carried in a packet by Freeman Matthews. Thereafter, for many years, until 1872, the mails and passengers were taken by sailing vessels and steamer to Nantucket, the steamers being withdrawn upon the opening of Woods Holl railroad.

Those veteran whips Nickerson and Howes continued to serve the Chatham public until the opening of the railroad to that town, and for nearly a year after the road was in full operation the old contractors continued to run the mail carriage. With the retirement of "Whit" and "Sim," by which names everybody knew these contractors, the last of the stages on Cape Cod were withdrawn, for the carriages which transport mails and passengers to and from Cotuit, Osterville and Centreville via West Barnstable, and Mashpee and vicinity via Sandwich, do not resemble the old-time stages of the fathers, such as the elders of this generation knew when they were girls and boys.

The short lines between towns and from the central villages to smaller ones, have frequently been found too minute for this general chapter. These postal routes and mail lines will therefore be mentioned in the chapters devoted to the towns where the routes were established and run.

Previous to the opening of the Woods Holl road, the Boston mails were carried for many years by David Dimmock, of Pocasset, and afterward by William Hewins, of Falmouth, the terminus of the line after the opening of the Cape Cod railroad being at Monument (now Bourne). A ferry was established from Falmouth to the Vineyard, running daily, wind and weather permitting, during the twenty years preceding the establishment of railroad and steamboat communications. The first grant was given a century and a half ago, to Joseph Parker and others, and it was continued by their successors until quite recent times.

After the construction of the Woods Holl branch, the only remaining stages were the Chatham line, supplying that town and the intermediate villages to Harwich, with their mails and passenger transportation, and the Mashpee route, by which the villages of Mashpee, South Sandwich and Greenville are supplied.

RAILROAD LINES.—Railroad communication to the Cape was opened in 1848, by the extension of the line between Boston and Middleboro, under the charter granted to the Cape Cod Branch Railroad Company, from Middleboro to Sandwich, a distance of twenty-seven miles. The first board of directors of this line was constituted as follows: Richard Borden, Joshua B. Tobey, Philander Washburn, P. G. Seabury, Nahum Stetson, Southworth Shaw, T. G. Coggshall, Howard Perry, Clark Hoxie. Richard Borden was the first presi-

dent, and Southworth Shaw, clerk. The road was extended to Hyannis in 1854; the first passenger train commenced running May 19th of that year. This extension was eighteen miles long and, including the wharf at Hyannis and the equipments of the road, the cost of the entire extension from Middleboro to Hyannis was \$824,057.99. The Cape Cod Central railroad was opened from Yarmouth to Orleans, a distance of 18 $\frac{1}{4}$ miles, December 6, 1865. The first directors of this road were: Prince S. Crowell, Joseph Cummings, Reuben Nickerson, Joseph K. Baker, Truman Doane, Chester Snow, Elisha Bangs, Benjamin Freeman and Freeman Cobb. Prince S. Crowell was president, and Jonathan Young, clerk and treasurer. The next extension of this road was to Wellfleet, twelve miles farther, December 28, 1870, and from thence to Provincetown, fourteen additional miles, July 22, 1873. The "openings" of these sections were celebrated with great demonstrations of rejoicing in the several towns to which they were extended, as placing the communities of the Cape in more direct relations to the outside world.

The consolidation of the Cape Cod branch and the Cape Cod Central roads, in 1868, before the final extension to Provincetown, under the name of the Cape Cod Railroad Company, was followed, in 1872, by the union of the latter company with the Old Colony railroad—the entire line, from Middleboro to Provincetown being known as the Cape Cod division. The Woods Holl branch, seventeen miles in length, between Buzzards bay and Woods Holl, was opened to travel July 18, 1872. A branch line of seven miles, from Harwich to Chatham, opened October, 1887, completes the railroad system of the county. The steam cars now penetrate every town of the fifteen, except Mashpee, giving our citizens two opportunities each day to go to and return from Boston, during the entire year, and in some seasons communications are maintained over portions of this division three times each way daily. The first superintendent of the Cape Cod branch was Sylvanus Bourne, of Wareham. He was succeeded by Ephraim N. Winslow, with headquarters at Hyannis. Mr. Winslow was succeeded by the present incumbent, Charles H. Nye, as assistant superintendent of this division, who commenced service on the road as conductor in 1857. Previous to that time, Mr. Nye had been identified with the beginning of the enterprise, having canvassed for subscriptions of stock for the road as early as 1847-8, and actually collecting the first money paid for subscriptions in the county. There is no one living so intimately connected with the road from its inception to the present time as Mr. Nye.

As the supplement to the mail *postal* arrangements, and as the latest feature in our postal system, came the postal car service, which was introduced about the year 1855. Cyrus Hicks of Boston was the

first postal clerk and the only one at first, leaving Boston in the morning for Hyannis and returning in the afternoon. One mail pouch was sufficient for the letters, and a limited number of pouches for the newspaper mail, where now from eighty to 120 per day are required for the newspaper mail alone. The service now consists of eight railway postal clerks, two running entirely through each way between Boston and Wellfleet on both the trains, and receiving and distributing the mails at every post office on the line and its connections. The following are the clerks now in service on this route: John W. Allen, Joseph M. White, William W. Johnson, Henry O. Cole, Frank M. Swift, George A. Roundy, S. Alexander Hinckley, T. Winthrop Swift.

EXPRESS LINES.—When the railroad was extended to Sandwich in 1848, the Cape Cod Express was started by Messrs. Witherell & Boyden, proprietors. Mr. Witherell was thrown from a carriage and died soon after from injuries received, when Nathaniel B. Burt formed a partnership with Mr. Boyden, which continued until the death of the former. In 1861, Rufus Smith, who had established a stage line between Yarmouth and Chatham, took the mails and express, which he continued to transport until 1866, when the road was extended to Orleans, and Mr. Smith had an express privilege on the cars for his mails, and furnished teams and stages for all the stations for passengers, mails and express. In 1868, the Central having been purchased by the Cape Cod Branch Railroad Company, the express business was sold to Boyden, Burt and Smith, in equal parts. In July, 1877, the New York & Boston Despatch Express Company were permitted to cover the line, and after two and one-half years of competition, the two concerns were united and are known as New York & Boston Despatch and Cape Cod Express Company.

MAGNETIC TELEGRAPHS, CABLES, ETC.—Telegraphic communication between the Cape and Boston was established in 1855. Two companies were competitors for the privilege of occupying the field, which before had been vacant. The Boston & Cape Cod Marine Telegraph Company got a few weeks ahead in its construction, and on September 28, 1855, the *Yarmouth Register* was enabled to publish the news of the fall of Sevastopol, by telegraphic intelligence received the night previous—a fact which was regarded by its readers with wonder and incredulity. During the ensuing fall the line was extended to Chatham and Provincetown. The rival line, called the Cape Cod Telegraph Company, was more especially under New York auspices, and the patronage of the Associated Press. The first named company, which had been operated by an association, was incorporated in April, 1856, and was organized at Barnstable June 24th of that year. George Marston was the first president, Charles F. Swift, clerk and treasurer, and John T. Smith, of Boston, superintendent. The

two telegraph lines were in a year or two consolidated, and this company was afterward absorbed by the all-devouring Western Union Telegraph Company.

A telegraphic cable was early in 1856 extended from Nobsque point, in Falmouth, to Gay Head, a distance of $3\frac{1}{2}$ miles. August 18, 1856, a cable fourteen miles long was laid from Monomoy to Great point, on Nantucket. Communication was transmitted to and from Nantucket for a day or two, but the cable was either cut or broken by the force of the channel, and after a short time abandoned. In 1858, Samuel C. Bishop, a gutta percha goods manufacturer, who made the last named cable, laid another across Muskeget channel, and established telegraphic communications between Edgartown and Nantucket. There were frequent obstructions, caused sometimes by imperfect insulation, but oftener by vessels' anchors fouling with the cables, and the attempts of Mr. Bishop were abandoned in 1861. Since that time several abortive attempts to maintain cable communications with the islands have been made by the existing telegraph companies, but, from the causes heretofore mentioned, have been unsuccessful. Since 1887, congress having in that year made an appropriation to maintain a cable from Woods Holl to Nantucket via the Vineyard, as an auxiliary of the life-saving service, and also permitting the receipt and transmission of commercial messages, communication has, with occasional interruptions, been maintained to the present time.

Telephone service to the Cape was established in 1882, when a line was constructed and offices opened in West Barnstable, Osterville, Hyannis, Cotuit, and Marston's Mills. The New Bedford system, as it is called, was connected with the Cape the following year (1883), covering the territory above described, and also connecting with Sandwich, Yarmouth, Dennis, Harwich, Harwich Port, South Chatham, Chatham, Brewster, Orleans, Eastham, North Eastham, Wellfleet, Truro, South and North Truro, Beach Point and Provincetown. M. E. Hatch of New Bedford is the general manager.

CHAPTER IX.

INDUSTRIAL RESOURCES.

The Fisheries.—Coasting.—Shipbuilding.—Manufacturing.—Saltmaking.—Agriculture.
—Cranberry Culture.—Summer Resorts.—Yachting.

AN important part of the history of any people is the resources upon which their sustenance has depended and from which their wealth may be derived. The reader already understands that it was by hardy, practical Englishmen that this county was, for the most part, first settled. Whatever may have been their taste, or their training, the insular position of the place they adopted as their home in the New World, rendered maritime pursuits both natural and necessary. They knew before coming here that the Cape possessed great fertility, and that agriculture might be successfully undertaken; but when the home, the garden, and the meadow had been provided, they naturally turned their attention to those vast and exhaustless food supplies with which the surrounding waters so richly abounded. Thus we find them in the first generations daring the perils of the ocean which lay so invitingly around them, and which promised so rich a reward to any who would undertake its conquest. The building of vessels must needs receive their early attention, and to this the forests were in a large measure sacrificed; and almost in proportion as the forests disappeared the productiveness of much of the lands decreased.

As their intercourse with the Dutch along the Hudson and Long Island sound became more thoroughly established, the tendency was to give more of their attention here to the various branches of fishing; and by an exchange of products they found it less necessary to cultivate the unfriendly soil. Thus the trend of affairs in the county was steadily toward those maritime pursuits which for more than two centuries since have been the characteristic and the pride of Cape Cod. The love of adventure is hereditary, and if the fathers caught codfish at the Grand banks, the sons were satisfied with nothing less than taking whales in the Pacific. And as generation succeeded generation their energy and enterprise increased until a portion of the life of nearly every able-bodied man was passed upon the sea.

There were probably then no people in the New World whose employments were more varied, or whose resources were more widely diversified than were those of the people who for the first century occupied this Cape. Their fields gave liberal reward for their toil, and on every hand were the still more productive waters of the sea. Thus all those pursuits, which may be generally classed as fishing, have been a perpetual, although a varying, fountain of wealth. The superior advantages for fishing, which Provincetown offered in 1620, were observed by the Pilgrims, and the practical whalers among them expressed their belief that with proper facilities they, from the taking of whales alone, could have made a most profitable return for the whole voyage. As early as 1666 the Plymouth court imposed upon the Cape Cod fisheries a duty, for revenue only, with which a public school was to be established, and with the proceeds of stranded whales they oiled the machinery of church and state.

The codfishing on North American coasts received the attention of Europe almost immediately after the Cabots' explorations. The abundance of this fish in the immediate vicinity of the Cape has been noticed, and is forever recorded in the name which the peninsula bears. In 1622 the Plymouth Company complained to the king, of thirty-seven English ships which had made successful fishing voyages to the New England coast, whereupon all fishing, or Indian trading, was prohibited on these shores except by license from the council of Plymouth. The right to control this industry gave to the colony, first, franchises for which they received £1,800 from the merchant adventurers, and later those royalties and revenues, the collection of which in the various towns the reader will hereafter notice.

For a century and a half this branch of fishing grew in importance and the extent of waters visited by the Cape fishermen included the Bay of Fundy, the banks of Newfoundland, and the surrounding straits. An idea of the extent to which the people of this country depended upon this resource may appear from the following figures, showing the annual average of five towns for the ten years preceding the revolution. These figures are from Macgregor's tables, a standard English authority: Chatham had thirty vessels of thirty tons each engaged in the business and employed 240 men, taking 12,000 quintals. Provincetown had four vessels of forty tons each, employing thirty-two men, who took 16,000 quintals. Eighty men with ten vessels of forty tons each, sailing from Truro, took 4,000 quintals. Wellfleet had three vessels operated by twenty-one men who secured 900 quintals. Yarmouth had thirty vessels of thirty tons each, in which 180 men secured 9,000 quintals.

When the colonists in 1776 appealed to the uncertain arbitrament of war, these maritime interests suffered most, but so promptly did they

resume their peaceable pursuits after the declaration of peace that the averages of the four years, including and preceding 1790, are equal to the yearly average for the decade preceding the war. Provincetown had greatly increased her vessels and tonnage, sending out eleven, with an average of fifty tons, in which eighty-eight men secured 8,200 quintals of cod annually.

The business of the cod fishermen has been a permanent and generally a profitable one, and their product has long been one of the staple food-supplies of the world. Off every shore of the Cape more or less are caught, but the greater supply is to the north and east. The records of the Bureau of Labor Statistics show that in the census year 1837 there were taken 134,658 quintals of cod by the fishermen of Barnstable county. Of these Provincetown caught 51,400 quintals; Orleans, 20,000; Truro, 16,520; Chatham, 15,500; Harwich, 10,000; Dennis, 9,141; Yarmouth, 4,300; Wellfleet, 3,100; Sandwich, 2,100; Eastham, 1,200; Brewster, 800; and Barnstable, the least, 267 quintals.

In 1845 Provincetown secured 20,000 quintals; Harwich, 14,200; Dennis, 11,150; Chatham, 7,600; Truro, 6,250; Yarmouth, 6,195; Orleans, 3,500; Brewster, 2,400; Eastham and Wellfleet, each 2,000; and Falmouth, 800 quintals.

The next decade showed Provincetown catching 79,000 quintals annually; with Chatham next in order, taking 15,000; Wellfleet, 8,528; Barnstable, 8,225; Harwich, 6,300; Yarmouth, 4,400; Orleans, 4,265; Dennis, 1,200; Eastham, 300; and Falmouth, 250 quintals.

In the census year 1865 Provincetown reported a catch of 65,411 quintals, followed by Chatham, with 25,361; Harwich, 20,938; Dennis, 7,769; Barnstable, 1,938; Orleans, 1,350; Wellfleet, 1,200; Truro, 670; Yarmouth, 500; and Eastham, 130 quintals.

In 1875 the Provincetown fleet reported for the census year 29,936 quintals; Chatham, 16,773; and Yarmouth, 62 quintals.

While other branches of fishing are common to all the towns of the county, the cod fishing is more extensively carried on from Provincetown. In 1887 the Provincetown fleet took 120,000 quintals; in 1888 fifty-seven vessels, employing nine hundred men, secured 90,000 quintals; and the season of 1889 yielded but 50,000 quintals to the forty-nine vessels and the eight hundred men employed. These latter figures indicate the least prosperous season which the fleet has had in twenty years. In the early days of the business a crew consisted of six or eight men, but larger vessels were found to be better, and during the recent years schooners with twenty-five men each are more generally in use. Their season at the Grand banks is usually from April to September, and it has been expected that during this period the fleet would secure two hundred quintals of fish for each man employed.

According to the state census of 1885, the cod fleets from Barnstable county took 18,134,539 pounds of fish. Provincetown took 16,801,060; Chatham, 755,009; Harwich, 415,160; Truro, 112,050; Orleans, 28,560; Dennis, 20,700; and Barnstable, 2,000 pounds.

The first people who pursued the whale fishery as a regular business were the Biscayans, who carried it on with success from the twelfth to the fourteenth century; although the Norwegians had taken whales cast on the Shetland and Orkney coasts at a much earlier period. The northern whale fishery was opened up by the Dutch and English after their voyages of discovery, and as early as 1680 the Dutch whale fishery reached its most prosperous state, employing then 260 ships and fourteen thousand sailors. Prior to this, houses provided with tanks and boilers for reducing the blubber and preparing the bone, were established on the northern coast of Spitzbergen.

The American whale fishery was commenced at Nantucket, where in 1672, James Lopar and John Savage were given a subsidy of land and a third interest with the town in the business of securing the whales which came to their shores. The people of Cape Cod had become proficient in securing and utilizing the whale, and in 1690 Ichabod Paddock of Provincetown was considered an expert in methods of capturing the whale and extracting the oil. He went to Nantucket, where his instructive descriptions of his successful methods were dignified with the name lectures.

The more enterprising white settlers, assisted by the more venturesome Indians, made trips in open boats beyond the sight of land, and when a whale was killed, with such rude weapons as his size had suggested, he was towed ashore, where the tedious process of securing the oil was carried on. The blubber was conveyed on carts to "try-houses," where in kettles the oil was extracted. Fifty years before the revolution, Boston was exporting large quantities of whale products; and the towns of the Cape, and the court of Plymouth were collecting revenues from the stranded whales found on their shores. The introduction of larger vessels, equipped with apparatus for cutting up the blubber, marked a new era in the industry, although a single whale, producing 250 barrels of oil and 3,000 pounds of bone, made a cargo for what was then called a good sized vessel, and the practice of bringing the blubber to the "try-houses" on shore still prevailed.

The equipping of larger ships, with furnaces for rendering and casks for storing the oil, marked a third epoch in the history of the great whaling industry, and with facilities thus increased the fields of operation were enlarged. In July, 1730, the North American whalers sent 9,200 tuns of oil and 154 tons of bone to England.

The whaling grounds at Davis' straits were first visited by whalers in 1746; Baffin's bay in 1751; Gulf of St. Lawrence, 1761; eastern banks

of Newfoundland, 1765; Brazilian coasts in 1774. The introduction of the New England product into the markets of England furnished a motive to that government for granting its own seamen a large bounty to stimulate the whale industry, and under that impulse the production increased more rapidly than the demand, and thus the profits to American whalers were greatly diminished.

In 1771 Barnstable county had thirty-six vessels engaged in the whale fishery. Of these, two were from Barnstable, employing thirteen seamen each, and for the four years preceding the revolution they secured 240 barrels of oil each year; Falmouth equipped four vessels of seventy-five tons each, and brought in 400 barrels annually; while Wellfleet had thirty vessels, with a total tonnage of 2,600, employing 420 men, taking annually 4,500 barrels.

The war here interrupts the chain of statistics, which would certainly show that the industry was neglected during the struggle. It was, however, soon revived, and in 1787-1789 this county had sixteen whale vessels engaged, whose total tonnage was 1,120, and whose 212 seamen secured 1,920 barrels of oil annually.

Captain Jesse Holbrook of Wellfleet, who flourished in revolutionary days, was a skillful whaler, and in one voyage killed fifty-two sperm whales. His great success obtained for him employment by a London company for twelve years, teaching their employees his art. After a checkered career he returned to Wellfleet in 1795, where he subsequently died, aged seventy years.

The whalers' voyages, at first, scarcely taking them beyond sight of their own ports, came later to be passages of thousands of miles, requiring ten to fifty months, and sometimes longer, to complete. The men who gained wealth or renown in this hazardous vocation were the grave, persevering, sober men, who represented the best blood of the Cape; and those venerable retired captains who, in their advancing years, still remain in almost every Cape town, constitute one of the most substantial elements of the population. In the histories of the towns in which they reside the reader may find record of some thrilling adventures in the experience of Captains Nathaniel Burgess, Silas Jones, Caleb O. Hamblin, N. P. Baker, Edward Penniman and others, which are illustrative of the life that whaleship masters were obliged to lead.

Falmouth early became an important town in this business, and from Woods Holl several ships were equipped and sent to the Pacific and Arctic whaling grounds. The details of their voyages more fully appear in the history of the town of Falmouth in this volume. The business from the other whaling ports of the lower Cape was still more extensive, but the details as given of the voyages from the port of Woods Holl furnish a general idea of the whalers' experiences,

and the decline of the industry there, may be a fair indication of when and how rapidly the attention of the Cape people was turned to other pursuits.

In 1834 Falmouth had six whale ships at sea, and in 1837 had nine, the total tonnage of which was 2,823; in 1845 her vessels numbered five, with an average tonnage of 315; in 1855 three whalers were reported as securing \$55,000 worth of oil. Provincetown, in 1837, had only two whale ships out; in 1841 six vessels returned, bringing 1,065 barrels of oil; in 1843 sixteen vessels from here were on whaling voyages; in 1845 twenty-six vessels, with a tonnage of 3,255, secured during the census year \$102,984 worth of oil; in 1855 seventeen vessels were in the business, reporting \$118,833 earnings for the year; in 1865 twenty-eight vessels reported oil worth \$312,017; and in 1885 the town had only three vessels thus engaged. For the census year 1855 Orleans reported four vessels of 155 tons each, employing 125 men, and securing oil to the amount of \$19,250. Thus as the vocation became less profitable, and its prosecution imposed greater hardships upon those who followed it, the Cape people gradually dropped out of it or went in those ships which later on still sailed from New Bedford.

Soon after the development of the cod fisheries, the taking of mackerel became a very important and lucrative vocation, and from the first until the present moment it has, after the cod fishery, furnished regular employment and a source of revenue to more of the people than has any other branch of fishing. In the taking of these fish the most scientific methods are employed, and the habits of the fish have been most thoroughly and systematically investigated. Fishing for mackerel with hook and line was for many years a regular employment, and the aged fishermen now maintain that a workman's share was then worth more than one has averaged since the introduction of methods requiring expensive outfits, in which, of course, capital has come in for a larger relative share.

The most sweeping change made in the method of capture was the introduction of the purse seine, by which whole schools of them may be surrounded off shore, in any depth of water, and speedily transferred to the boats. Before this a similar seine had been used only in shoal water, where the seine would sweep the bottom. These sweep seines were usually two hundred fathoms long and three or four deep, but since the deep-water seining has been found practicable, the seines in use have been made somewhat longer and five or six times as wide, and hundreds of barrels of mackerel are taken at a single draught. This was a new idea in 1853, at which date it is said that Isaiah Baker first practiced it successfully off the south shores west of Monomoy. This wholesale taking of mackerel, although highly profitable to those engaged in it, is now the generally assigned reason of the disastrous

decline of the business. Other causes have surely contributed to, and possibly may have predominated in producing this result. The fish, not less than the men who pursue them, are creatures with habits and tastes which are continually changing, and coincident in time with their decrease on the Atlantic coasts, is their appearance in unusual numbers in other and distant waters.

Until within the last few years the annual migrations of the mackerel from south to north and return have been computed with certainty and relied upon by the fleets pursuing them. Chiefly from Wellfleet, but more or less from Dennis, Harwich and other towns, the boats went south to meet the great schools of this erratic fish at Chesapeake bay in March or April, and followed them in their season's course as they skirted their feeding grounds along the Atlantic coast as far northeast as the Bay of Fundy, and as late as September. Then the fish began their return and were followed by the fleet until, off Block island in November, the men usually began their own homeward journey. For the last two or three seasons the movements of the mackerel have been less regular, and several vessels have made the entire season in the vicinity of Block island. The belief that the immense catches by the purse seiners were hazarding the future of the business, has taken form as a law, now prohibiting their capture by this method before the first of June in any year.

The people of every town have been more or less interested in the mackerel fisheries. A regular inspection of all that is brought to port is provided for by law, and the reports of the inspectors are filed as public records. Some figures may indicate how widely and yet how unequally the business is distributed.

In 1838 there were inspected at Barnstable, 1,843 barrels; at Chatham, 84 barrels; at Dennis, 2,674; at Provincetown, 2,686; at Truro, 8,852; and at Yarmouth, 655 barrels.

At this time the Wellfleet men were taking quantities of this fish, but the absence of the name from the statistics quoted is accounted for by the fact that the fish were packed at Boston.

The industry, although permanent, is fluctuating. In 1840 there were inspected at Barnstable, 1,914 barrels; at Chatham, 240; at Dennis, 3,009; at Harwich, 60; at Provincetown, 2,086; at Truro, 2,790; at Wellfleet, 3,912; and at Yarmouth, 1,387 barrels were inspected. In 1844 Wellfleet secured 9,700 barrels; Truro, 6,740; Dennis, 3,605; Yarmouth, 3,412; Barnstable, 2,400; Orleans and Provincetown, 1,000 each; Harwich, 650; Eastham, 550; and Chatham, 400. In 1854 the catch for Wellfleet was 12,600 barrels; for Dennis, 11,036; Provincetown, 6,000; Harwich, 5,700; Chatham, 3,000; Brewster, 1,500; Yarmouth, 1,217; Orleans, 800; Eastham, 750; and Barnstable, 465. In 1864 Wellfleet reported 26,900 barrels; Provincetown, 19,395; Dennis, 8,799; Harwich,

8,343; Truro, 7,955; Chatham, 6,746; Orleans, 2,000; and Yarmouth, 250. The census of 1875 shows that the total catch of the preceding year was 98,774 barrels, of which Provincetown received 46,173; Wellfleet, 35,817; Chatham, 8,342; Dennis, 6,000; Eastham, 1,082; Barnstable, 850; and Orleans, 511 barrels. In 1884 Wellfleet received 38,735 barrels; Provincetown, 32,065; Chatham, 10,765; Truro, 9,527; Dennis, 9,422; Harwich, 6,050; Brewster, 3,444; Sandwich, 2,178; Eastham, 1,762; Orleans, 166; Falmouth, 94; Yarmouth, 2; and Barnstable, 1 barrel. The price has generally varied inversely and somewhat proportionately with the supply, so that the fluctuations in quantity are greater than in the current value of the catch.

For several years Wellfleet has been most extensively engaged in the mackerel business, sending out in 1879 twenty-four vessels, which brought in 9,348 barrels; in 1880, thirty vessels took 33,627 barrels; in 1881, thirty-one took 35,627; in 1882, twenty-nine, 32,850; in 1883, thirty-four, 15,725; in 1884, thirty, 36,784; 1885, twenty-nine, 23,144; 1886, twenty-nine, 3,566; 1887, twenty-eight, 9,203; 1888, thirty, 4,832; and in 1889 thirteen seiners and eight hookers took 1,690. The other Cape ports making returns for 1889 are Provincetown, 1,697 barrels; Dennis, 469; Harwich, 224; and Chatham, 17. The rapid decline during the last four years has brought the business to its lowest point within the past seventy-five years.

An interesting topic of thought and investigation is suggested by the changes constantly going on in the demand for as well as the supply of the various food products. This change through which one generation comes to subsist upon foods which their ancestors did not regard as wholesome, is continually tending to modify the industries and the resources of the producing classes, and here in the various branches of fishing this tendency has been manifested. Scores of kinds of fish once unknown are now sought for.

The facts concerning the bluefish furnish the most striking illustration of this tendency. Middle-aged men well remember when this fish was so little valued that those which were caught simply for amusement became a drug on the market. In Wellfleet bay, for instance, it was no unusual occurrence for a fisherman with only a hook and line to take in a few hours a hundred bluefish of ten or fifteen pounds each. Then such a fish would hardly bring ten cents in the market; but people's tastes, continually changing, have within thirty years put them among the favorite sea fish. They are taken in greater or less quantities off every shore of the county, and while their capture has been the source of royal revenues to the fishermen, it has also long been a standard sport with pleasure seekers. The waters of the sound are dotted, every season, with the sails of bluefishers. Considering the subject as the Yankee is prone to consider every subject,

it must be classed with the most profitable branches of the Cape fisheries, the principal quantity being taken in the fish weirs and with gill seines in deep water. The people of Eastham have regarded it as their chief source of income. Their weirs, now for a short time less profitable, have formerly yielded very handsome returns.

In 1884 nearly 587 tons of bluefish were landed in the town of Barnstable, largely at Hyannis, for shipment by rail, and in every town some were taken. In Eastham, 367,938 pounds; in Provincetown, 152,784 pounds; Dennis, 91,870; Bourne, 69,818; Wellfleet, 33,700; Chatham, 31,065; Yarmouth, 30,806; Falmouth, 24,435; Truro, 23,002; Harwich, 18,827; Brewster, 17,820; Orleans, 7,406; Sandwich, 6,000; and Mashpee, 294 pounds. The market value then of the whole bluefish catch for the county was more than two hundred thousand dollars.

The invention of the modern fish weir marked an important period in the whole business of shore fishing, and began that controversy between the line and seine fishermen which, with more or less vigor, has continued to the present. Individuals and corporations are engaged on nearly every shore in the weir on trap fishing. The fish weir, or trap, now modified to various plans and purposes, was first used by its inventors on the shores of Long Island sound. At Monomoy Point in Chatham, where, about 1848, the first weir on these shores was set, at Woods Holl where a very large business is still carried on, and off the shores almost around the entire Cape, especially the lower towns, this branch of enterprise has furnished a channel of investment for large amounts of capital and employment to considerable numbers of people, whereby both capital and labor have for the most part been fairly rewarded.

Statistics have not been kept to show the methods by which fish have been taken, but the trap fishing is relatively important. Prince M. Stewart, of Woods Holl, says that he caught 80,000 scup in one trap within one hundred days preceding August 15th, and in one month following caught thirty-two barrels with hook and line. These traps sometimes serve a purpose for which they were not intended, as did one off South Harwich in 1889, in which Cyrus Nickerson found entangled a turtle reported as weighing half a ton.

In 1840 Massachusetts produced half of all the fish products of the United States. At that date Provincetown had a thousand people engaged in cod and mackerel fishing. Barnstable had \$57,000 invested in the fish business, and Dennis had \$36,300. In 1850 Provincetown led all the other Cape towns in the extent and value of its fish industries.

The fishing business as developed in this county has rendered combinations of men and capital necessary, and from 1815 many such combinations were incorporated by the state, with authority to improve

streams, wharves and harbors. One company, incorporated in 1817, had authority to open a canal from Nauset cove to Boat-meadow creek. The Duck Harbor and Beach Company of Wellfleet; the Union Wharf Company of Truro; the Skinnequits Fishing Company of Harwich; the Central Wharf Company of Yarmouth; the Eastham Fishing Company; the Union Wharf Company of Provincetown; Rock Harbor Fishing Company of Orleans; the Andrews Fishing Company of Harwich; the Herring River Company of Harwich; the Brewster Harbor Company; the Orleans Fishing Company; the North Falmouth Fishing Company; the Fish Wier Company of Orleans; the Boat-meadow River Company of Eastham; and the North Wharf Company of Truro, were incorporated prior to 1838, with special privileges.

The species of fish and the fish products which enter into the totals of this great industry include items not even mentioned by name thus far in this chapter. For the first nine months of 1889 the Provincetown fishermen, not including the Grand bank cod-fishing fleet, brought in fresh cod, 6,159,850 pounds; haddock, 5,258,759 pounds; halibut, 766,300 pounds; hake, 1,270,600 pounds; salt cod, 336,700 pounds; salt herring, 2,700 pounds; frozen herring, 257,000 herring; cod oil, 19,845 gallons; dog liver oil, 5,670 gallons; fresh mackerel, 1,541 barrels; salt mackerel, 1,743 barrels; fresh herring, 11,528 barrels; fresh porgies, 2,000 barrels; fresh flounders, 417 barrels; fresh butter fish, 75 barrels; fresh albacaas, 310 barrels; fresh pollock, 15,400 pounds; total value, \$352,137.

The fishermen's resources are by no means limited to the food fish. The waters abound in species not considered suitable for the table, and these are made to serve some humbler purpose, and minister, through other channels, to the wealth and comfort of mankind.

The blackfish, a specie of whale, occasionally visits the shores of Cape Cod bay. For a century past we find the record of their frequent visitations at Provincetown, Truro and Wellfleet, where they are secured for their oil. They go in schools of old and young, numbering hundreds, and are easily driven upon the beach at high tide, where they are killed after the water recedes. Refineries for extracting their oil still exist at Wellfleet and Provincetown. The males are sometimes thirty-five feet long, and the young are from five feet upwards. An average of a barrel of oil is obtained from each. The remarkable school of 1885, captured at Wellfleet, is further mentioned in the chapter on that town.

The blackfish yields a valuable lubricating oil, and from porgies or menhaden an oil is obtained which is available for adulterating paint oils, while the bones and flesh fibre appear in the market as a valuable fertilizer. With various additions the fish refuse becomes the basis of fertilizers known in the markets by a great variety of

names. The fertilizer works at Woods Holl, about 1863, were intended to utilize menhaden scrap, but were used for other purposes after the supply of menhaden in the adjacent waters had diminished. The use of fish as a fertilizer was well understood and largely practiced by the farmers in the old days. Food fish were so abundant that their fields were kept fertile by the use of the surplus. Placing one or more herrings in each hill of corn was a practice so general that it was thought to hazard the food supply, and was accordingly at one time prohibited by law. Other fish applied to the lands just as they are taken from the waters are found to be of great utility.

Almost every stream on the Cape swarms with herring in the spawning season. The right to take them was reserved by the original proprietors as a common privilege when they reduced their common lands to individual ownership, and to-day the right to participate in this branch of fishery in any stream belongs equally to every freeholder in the respective towns. Some of the towns lease this privilege from year to year for a stipulated sum, thus realizing a revenue for the general uses of the town. This, by reducing the taxes of the town, spreads the benefit among the people in proportion to the valuation of their property, and to protect the rights of those who have but little taxable estate, most of the towns, in leasing the herring rights, fix a minimum price at which each family may be entitled to a supply for domestic uses from those who lease the privilege.

The supply of the various kinds of shell-fish has always been a resource of considerable importance. Oysters, clams, quahaugs, scallops, shrimps, and lobsters are the more abundant. The oyster, so long a popular food, was found here by the first settlers, who made them a staple article of diet. The great use which the Indians made of shell-fish is evinced by the immense heaps of shells which now, partially covered, are the best existing records of the location of their principal settlements. The latter part of last century marked an epoch in the oyster industry. Implements and methods employed in taking them from the natural beds destroyed large quantities of the small ones, and the legislation aimed at this reckless destruction came too late. During this century the oyster business has consisted in transplanting to grounds favorable to their development, oyster seed from other localities. They have been common in Wellfleet bay, where the once famous Wellfleet oysters were taken, in the coves of Eastham, Orleans and Chatham, and on the shores of all the towns of the upper Cape. In the palmy days of the Wellfleet oyster business, forty or fifty sail of vessels were engaged each winter in transferring the product to the Boston market.

The last state census shows that Barnstable county has $562\frac{1}{2}$ acres of oyster beds, which is more than two-thirds of all the grounds in

the state. Bourne, on its Buzzards bay front, has $168\frac{1}{4}$ acres, which is nearly all the native beds of the county, and has also 124 acres of planted beds. Barnstable has two acres of native and 249 of planted; Chatham has ten acres of planted; Dennis three of planted; Mashpee $3\frac{1}{4}$ of planted; and Harwich has three acres of native beds. These beds of native oysters are the only ones in Massachusetts, excepting 250 acres at Somerset, in Bristol county. This census report does not notice the beds on the west of Waquoit bay, planted in 1877, where F. C. Davis now has the only oyster beds in Falmouth, and has done an increasing business during the last year. In the town histories of Bourne, Barnstable, Mashpee, Chatham and Wellfleet, their cultivation by the various planters is noticed.

By that inexorable law of change and succession, the oyster and the oysterman are, so far as these shores are concerned, slowly, but surely, passing away. Their doom is the shifting sand, and the business as a source of gain or general employment must be now regarded as among the things that have been. The man who followed this vocation has been made immortal in literature by Thoreau, in his inimitable description of the Wellfleet oysterman, and the oyster himself has made a pleasant and lasting impression, very near, if not quite, upon the hearts of all who knew him.

The perennial clam, the abundance of which the Pilgrims made the subject of thanksgiving, still abides as a blessing to their posterity. He figures in all the affairs here except politics—at the church fair, at the picnic dinner, in the menu of every well-regulated hotel, at the rich man's feast, and at the poor man's board, he appears in various guises. He and his hard-shelled cousin, the quahaug, are indigenous to the sands of every shore. Here are 150 miles of shore line, greatly increased by indentations of coves and bays, and almost throughout this entire stretch of tide-water margins, these nutritious shell-fish are in greater or less abundance.

The business of clam-digging calls for the minimum investment of capital and the maximum employment of labor, hence it has ever furnished employment and profit to many whose tastes or finances deterred them from embarking in other fishing enterprises. The old saying that there is no royal road to learning is equally true of clam digging. Any man or boy not necessarily well-dressed, and equipped with a short-handled hoe and a pair of long-handled boots, is fully prepared to make the business remunerative.

The various branches of the fishing business which accustomed the boys to the sea was the great school whose graduates became the master marines. Every product of the sea and of the soil made cargo for the coasters, whose prosperity began so early in the Cape history, and continued so late. Before the modern railway, this coasting busi-

ness was of immense importance as an employment for capital and labor. Almost every port had its craft of various tonnage engaged in the carrying business. From the first the building of their vessels was one of their staple industries, and long after the local supply of material had been exhausted, ship timber was brought here, and the brain and muscle of the Cape people converted it into cash through the construction of staunch ships of no mean proportions. Since yachting has been popular small craft have been built at several ports in the county; but these enterprises, as well as the building of larger vessels earlier, have been regarded as business enterprises of the towns or villages in which they were carried on.

The records of the state bureau of labor statistics show that during the five years preceding 1837 the total value of all craft built in the county was \$316,790. The census of the state since then gives the following figures: In 1845 Barnstable built fifteen vessels; Chatham, six; Falmouth, eight; Orleans, six; Provincetown, 150, all small craft, and Sandwich one vessel of four hundred tons, worth \$15,000. The census year 1855 gives Barnstable, fifteen; Chatham, fifteen; Harwich, forty; and Provincetown seventy small craft. Dennis at this time had fifty people employed, and built two vessels of 630 tons each, and Falmouth one of 260 tons. In 1865 Barnstable reported four; Harwich fourteen; and Provincetown nineteen small boats, built withing the census year. At the close of the next decade it appeared that Barnstable was building ten small boats each year, and that Provincetown had built one worth \$11,420. The census of 1885 showed that Barnstable had built in the preceding year seventeen vessels, worth \$6,377; Bourne, three, worth \$4,000; Harwich, eight, worth \$2,000, and Provincetown, thirty-nine, worth \$6,800.

Unless the building of boats be regarded as such, manufacturing has received comparatively little attention in this county. Prior to the revolution, however, the Cape people were largely engaged in the manufacture of cloth. The families not only generally made their own, but the Marston's and Winslow's were prominent in its manufacture for commerce. In 1768 the best ladies of the county, as well as gentlemen, were dressed in homespun, even to their gloves. Barnstable and Falmouth were the principal towns engaged in making woolen goods. The glass factories at Sandwich, the brick works at West Barnstable, and the pants factory at Orleans and Wellfleet, the shoe factory at West Dennis, the guano works at Woods Holl and the oil and fertilizer works at Wellfleet and Provincetown, are or have been local enterprises, and will receive attention in the several village histories.

In yet another way has the sea contributed to the wealth of Barnstable county. Here 350 gallons of its waters are found to contain

one bushel of salt. It was during the revolution that the first practical use was made of this fact. A bushel of salt in 1783 was worth eight dollars, and its extraction by boiling was the child of their necessity. The general court, six years before, saw fit to encourage its manufacture by a bounty of three shillings per bushel. As the diplomatic relations which led to the war of 1812 were unsettling values, and salt was rising rapidly in price, works were erected in various parts of the Cape, where salt was obtained by solar evaporation. One company was incorporated in 1809, and in 1821 a Wellfleet company was incorporated, with a capital of fifty thousand dollars. Before the gradual decline of the business began, two million dollars were at one time invested in salt works.



Many crude methods were employed, but at last a regular Cape Cod salt works consisted of one or more wind mills for pumping the water, and a series of pine-plank vats to receive it. These vats, usually nine inches deep and from twelve to twenty feet square, were furnished with movable covers that their contents might be exposed to the sun or shielded from the rain. Several plans of vats and covers were in use, each serving this general purpose. First, the covers were made to slide to and fro on suitable ways; next, they were so made as to be swung to and from their places; and finally this idea was elaborated and the double revolving covers came into use. In 1803, John Sears, of East Dennis, proposed an improvement in vats

and covers, which for years bore the name of Sears' Folly. As the process of evaporation progressed, which required weeks to complete, the brine was conducted from the first vats, called water-rooms, into a second range called pickle-rooms, where the lime was removed and the crystals commenced forming. Then the brine was run into other vats, called salt-rooms, where the crystalization went on until salt could be raked out and placed in warehouses to dry.

The first public record regarding this industry, in details by towns, is the state census of 1837; and since that time the number of people employed, capital invested, bushels produced, number of establishments engaged in its manufacture, and the value of the product, have been ascertained for each state census.

Barnstable in 1837 had thirty-four establishments, producing annually 27,125 bushels; in 1845, twenty-four, producing 21,000; in 1855, eleven, producing 10,550; and in 1865, three, producing 3,382 bushels.

Brewster in 1837 had sixty different works, producing 34,500 bushels; in 1845, thirty-nine, producing 20,500; in 1855, seventeen, producing 5,000; and in 1865, twelve, producing 5,000 bushels.

Chatham had eighty plants in 1837, which produced 27,400 bushels; in 1845, fifty-four, producing 18,000; and in 1855, fourteen, producing 3,300 bushels.

Dennis in 1837 produced from 114 establishments, 52,200 bushels; in 1845, from eighty-five establishments, 34,600; in 1855, the town produced 19,800 bushels; in 1865, twenty-three plants produced 15,275; and in 1885, one person made 300 bushels.

Eastham in 1837 had fifty-four establishments, that produced 22,370 bushels; in 1845, thirty-five produced 17,320; in 1855, twenty-eight produced 13,722, and in 1865, the nine works made 4,575 bushels.

Falmouth in 1845 had forty-two salt-works, producing 24,500 bushels; in 1855, fifteen works made 9,000 bushels; and in 1865 the four remaining plants produced 2,800 bushels.

Harwich had eight different salt works in 1837, and produced 4,000 bushels; half as many, in 1845, made 450, and in 1855 one individual made 140 bushels.

Orleans had fifty plants in 1837, which turned out 21,780 bushels; in 1845, forty-six establishments made 17,072; in 1855, nineteen plants made 10,125; and in 1865, fifteen plants produced 4,740 bushels.

Provincetown had seventy-eight salt works in 1837, employing an average of two men to each, and producing 48,960 bushels; in 1845, seventy plants made 26,000 bushels of salt; in 1855, five plants made 2,304; and in 1865 the only remaining plant produced 200 bushels.

Sandwich, in 1837, had eight plants, producing 2,670 bushels; and in 1845 the number and their product had diminished one half.

Truro made 17,490 bushels of salt in 1837 at thirty-nine establishments; in 1845 its twenty-five salt makers produced 11,515; and in 1855, fifteen works produced 5,078 bushels.

Wellfleet had thirty-nine of these works in 1837, which produced 10,000 bushels; in 1845 the twenty-eight works produced 6,000; in 1855, thirteen plants turned out 40,000; and in 1865, five plants produced 7,000 bushels.

Yarmouth, which was long prominent in this industry, had fifty-two plants in 1837, from which 365,200 bushels were produced; in 1845, sixty-five plants made 74,065 bushels; in 1855, forty-two plants produced 27,650 bushels; in 1865, nineteen made 13,780; in 1875, three plants only remained in operation in the town; and in 1885 the remaining one, operated by one man, produced but 1,200 bushels.

Glauber salts were at one time marketed, but the low price of that article made its manufacture unprofitable, and it was thereafter allowed to dissolve and pass into the bittern. This bittern or residuum began to be utilized in the manufacture of carbonate and calcined magnesia about the year 1850. The manufacture of Epsom was continued at South Yarmouth until the year 1888 when, for the first time in seventy-six years, the salt-mills along the shore of Bass River ceased to revolve and the business of salt making was discontinued. A view of these ruins is at page 143.

So generally have the villagers in the many hamlets of the county made salt-making a part of their business that we have classed it as a local enterprise, and in the several town histories have given detailed accounts of the hundreds of these plants. The increase in value of the pine for making the vats was a check upon the business. The supply was largely from Maine, when most of the works were built, and since the decline of the industry much of the lumber in these salt works has been used in the construction of dwelling-houses and other buildings. Between Hyannis and West Dennis, some of the vats, with their dilapidated covers, yet stand, seemingly in memory of a departed industry which gave employment to many and proved a blessing to the localities in which it flourished.

The most ancient branch of industry, and one not subject to the dangers of the waves, is that of agriculture, in which the first settlers engaged, and which is largely carried on at the present time. The alluvial deposits of the north shore from Buzzards bay to Eastham, where the first settlements of the Cape were made, were highly productive; and history has recorded that Nauset was the granary of the Pilgrims, years before the white man disturbed the virgin soil. The cultivation of these lands, as soon as a spot could be cleared or the fields of the natives obtained, was the natural labor of the pioneer.

Wheat and corn were the principal productions for many years, but the production of the former declined prior to 1700, because mildew injured the crop for several successive years. The wheat product was again increased during the first half of last century, but during this it has ceased to be one of the productions of the county. Corn, rye, oats, potatoes, and roots, in some towns, have long been and still are the staple crops, but as the major part of the people now pursue more lucrative avocations on the sea, the quantity of vegetable food required by the inhabitants is not grown within the county limits.

The hay of the salt meadows early induced the settlers to remove here, and it has since been a staple, spontaneous product. English hay was early sought as a product of the soil, and in its steady increase has become one of the largest and most profitable of the field. Sheep husbandry was an early industry of the county. The sheep were allowed to run at large, ranging through the brush and woods of the central portions of the Cape, and not until the commencement of the present century did this branch of industry cease to be remunerative; and even later small flocks were kept, the product of which found a place in the round of domestic economy. In the commencement of the growth of sheep husbandry laws were enacted that no sheep should be sold out of the colony, for the violation of which law a heavy penalty was prescribed. Cattle raising has kept pace with other branches of the business of the farm, and has always proved remunerative. The increase in the number of cattle and horses has been more rapid during the present century than previously, amounting in 1879 to quite a quarter of a million of dollars. The average area of the individual farms in this county is small, but in various towns and during all the past generations records and tradition point to the growing of profitable crops. Fertilizers of various kinds are used, but in the use of the refuse of the salt marshes and the fish, this county possesses advantages over those inland; still, phosphates and fertilizers are imported, the cost in 1880 being \$4,523.

Fruit growing has received much attention, and not only have many farms well-set, thrifty orchards of varied fruits, but nearly every home spot has its variety. The many orchards of one hundred years ago still exist here and there over the county, and there are cases of still greater longevity. The pear tree planted by Governor Prince in Eastham, where he settled in 1644, lived two centuries, and has passed away within the remembrance of middle-aged residents.

The last government statistics placed the number of Barnstable county farms at 979, of which some are small and some are dairy farms; but in the general products of field culture, when relatively considered with other New England counties, this is far from the bottom of the column. The interest in the industry is evinced by the annual

fairs, and the important society for the advancement of agriculture in its various branches, of which particulars may be found in Chapter V.

The branch of this industry now receiving the most attention and from which the largest revenue is derived, is cranberry culture. To the product of this berry a vast number of bogs and lowlands have been transformed from a condition of seeming worthlessness to the most valuable land of the county. These bogs for generations have quietly rested on every farm of the Cape, there receiving the richness of the surrounding higher lands, while in themselves they were accumulations of the most fertile vegetable mould—but useless to the owner. The cranberry grew in these in a wild state, and until half a century ago the fruit was carelessly passed as of no utility. Its present appreciation by the civilized nations of both hemispheres is another attesting circumstance of the change in tastes and customs which so revolutionizes the industries of a people.

Much speculation and many conflicting statements are at hand regarding the time, place, and circumstance in which this great industry had its beginning on the Cape. At North Dennis, about 1816, one Henry Hall owned a piece of low land on which wild cranberries grew. Adjoining this were beach knolls, from which, after the cutting of some small timber, the sand was blown upon the vines. This, instead of injuring the berries of which he had made some use, was found to greatly improve them as they sprang up through the lighter parts of the sand covering; and thus is believed to have originated the idea so fundamental in their successful cultivation. So little was this fruit prized, even at its best, that it was many years before any considerable use was made of this accidental discovery. In the meantime William Sears, now living, and his father Elkanah, set, at East Dennis, some vines for their own use, and others in those vicinities soon after followed the example; but no one thought of making any commercial use of the berry. Benjamin F. Bee, of Harwich, says that Isaiah Baker set a few square rods to cranberries, at West Harwich, before 1840; but this experiment, whatever its date, shared the fate of all that were made prior to 1847. In 1844 and 1845 Alvan Cahoon, then sailing a vessel from North Dennis, saw the Henry Hall vines and how they were improved by the sand covering, and in 1846 he set eight rods to berries at Pleasant lake, in Harwich; and in 1847, the now venerable Cyrus Cahoon prepared and set, at Pleasant lake, one-fourth of an acre. These dates are fully authenticated, and mark the period from which may be dated cranberry culture in Barnstable county.

Several years elapsed before the business yielded anything like profit to anyone. About the time the experiments were being made at Pleasant lake, Zebina H. Small set a little plot at Grassy pond,

where he lost the four hundred dollars which he invested. Later, he adopted a different system from any then in use, and became a successful grower, probably among the very first, in point of time, to make the business profitable. In his biography, in the chapter on Harwich, his early beginning in the culture of cranberries is noticed, and diligent search among his accounts and records has not revealed a more definite date than is there given. During his lifetime Mr. Small was regarded by some as the original cranberry man of his town, and unquestionably, was among the very first to experiment. We have noticed with exact dates those early experiments at Pleasant lake. A work on cranberry culture, written by Joseph J. White, published in 1870 by Orange Judd & Co., contains a letter over Mr. Small's name, under date of February, 1870, in which he says that his first experiments were made in Harwich "twenty-five years ago." On the site of these first experiments in the rear of Benjamin F. Bee's factory, near Harwich Center, his son Emulous Small, now a prominent grower, has a productive bog.

In 1852 or 1853, Nathaniel Robbins set a few, and afterward became an extensive grower. His bogs in Harwich were not especially profitable, but he made a fair property as owner in other bogs. Jonathan Small sanded a bog quite early at South Harwich near the shore, where now is Deep Hole bog. Deacon Braley Jenkins of West Barnstable was the first to cultivate the berry in that part of the Cape, having his bog on Sandy Neck outside the ancient Cummaquid harbor.

While these primitive experiments were proving the wisdom of some theories and the folly of others, the supply of berries was upon the whole rapidly increasing, for in almost every portion of the Cape were swamps available for no other known purpose.

Probably the men who brought the berry to the attention of the public outside of the districts to which it was indigenous and created a demand for it, were potent factors in the development of this industry. That change of taste which we have noticed as continually going on, has brought this little waif of the swamp lands into notice, and made it a favorite with the epicures of every country. Writers who called attention to it also promoted the general interest. Rev. Eastwood, of North Dennis, published a book on the cranberry and its cultivation, which attracted the attention of the New Jersey men, where the conditions for raising them were similar. In the book the author informed his readers that William Crowell, now of North Dennis, then of Baker & Crowell, at 23 South street, New York, would answer inquiries from any who intended to start in this enterprise. From this and other causes their firm handled large quantities of the cuttings of the vines which were sent to New Jersey to start the industry there.

The preparation of the bogs is in most instances a tedious and expensive process, costing, by the time the vines are started, from two hundred to five hundred dollars per acre, and in some instances even more. The usual method is to clear the land of bushes and stumps, make the surface as level as practicable, and then cover with a layer of sand to the depth of from three to eight inches. The vines are then set out in rows, and soon cover the whole acreage uniformly. As with all other crops, cranberries require constant care and attention to keep out undesirable growth. Ivy must be pulled out as soon as it makes its appearance, as it spreads very rapidly when once started. The same is true of grass and fern. After a few years the vines become thick, making the berries ripen too slowly and difficult to pick; this is remedied by putting on a layer of sand an inch or two thick every few years. One method of resanding is to sand on the ice when the bog is flowed in winter.

Every known variety is indigenous to the soil of the Cape, from which the fruit receives an excellence so peculiarly marked as to render the Cape Cod berries the most valuable in market. This native fruit has been cultivated to its present perfection by transplanting and carefully cultivating the best-producing vines. No new varieties, other than existed in their native beds, have been added to the list; but the selection of the most perfect vines and their development under more favorable circumstances, has improved the pleasing and profitable varieties which bear the names of those who prosecuted the work. The Early Blacks, a standard variety, originated on lands in Harwich belonging to Nathaniel Robbins, from whom all the men who are said to have developed it obtained, directly or indirectly, their first plants. The Howes vine originated in Dennis and was first propagated by James Howes, who has sold hundreds of barrels of cuttings. The Sears vine, and the Smalley are other well-known varieties. There are kinds that ripen sufficiently to pick during the last week in August, but not until the first week of the following month is the picking general, and this work gives lucrative employment to men, women and children during a period of several weeks. To hasten the tedious work of picking has been the study of inventive minds and several hand machines have been introduced; but the perfection of the device and its introduction to general use has not yet been accomplished.

The success of this industrial pursuit was scarcely assured when natural enemies of the crop began to appear. The fire worm is the most dangerous of the insect foes, and various means have been applied for his extermination. Flowing the bogs at the proper time was first found to be a remedy, but this retarded the growth of the berries and left them more liable to injury by early frosts in autumn.

Again, some bogs could not be quickly submerged and a delay of eighteen hours in checking the work of the worm at a critical time decides the fate of the crop. Tobacco decoctions as a spray on the vines have been used with good results. In 1889, Eleazer K. Crowell of Dennis Port, an extensive grower, made experiments covering several acres to which he applied as much as eighteen barrels of tobacco decoction in a single day with a satisfactory result.

The distinguishing feature of this business is the large percentage of the gross market price which comes to the people whose labor produces them. From the laborers who prepare the bogs to the many men, women and children who pick the berries, all classes find profitable employment and, except the freights and selling commissions, the whole price of the fruit in market finds its way into the pockets of the Cape people. The screening, sorting and cleaning the berries for the market is no small amount of labor. Making the barrels and boxes necessary for their shipment to market is another considerable industry. Many growers make their own shipping cases, purchasing the material from factories where it is prepared ready to put up, and there are several shops in the county where these barrels and boxes are prepared ready for sale.

Very handsome returns have generally been realized from investments here in the cranberry business. Several verified statements are at hand showing a profit of over a hundred per cent. on the investment in a single year, and some of these reach 134 per cent. Cyrus Cahoon of Pleasant Lake, whose age and observation fit him to judge, fairly expresses the belief that the total investments in this industry in Barnstable county since 1850 have yielded an average annual return of thirty per cent., although this average includes some recent years wherein some growers have made total failures.

In the census year 1855 there were 197 acres in the county, of which Dennis had 50; Barnstable, 33; Falmouth, 26; Provincetown, 25; Brewster, 21; Harwich, 17; Orleans, 8; Eastham, Sandwich and Yarmouth, 5 acres each, and Wellfleet, 2 acres. The next census by the state, in 1865, showed the total acreage for the county to be 1,074. Harwich had become the leading town, having 209 acres; Dennis, 194; Brewster, 136; Barnstable, 126; Provincetown, 110; Sandwich, 70; Falmouth, 68; Yarmouth, 40; Orleans, 38; Chatham, 27; Wellfleet and Eastham, each 22; and Truro, 12 acres.

The state bureau of labor statistics records the production of cranberries in the county for the census year 1865 at 13,324 bushels, the value of which was \$35,815. The same authority places the crop of 1874 for the county at 44,031 bushels, of which Barnstable produced 10,019 bushels; Dennis, 8,637; Brewster, 6,198; Harwich, 5,600; Sandwich, 4,673; Falmouth, 4,438; Orleans, 1,128; Yarmouth, 845; Province-

town, 750; Eastham, 533; Wellfleet, 375; Chatham, 322; and Truro, 114 bushels. Since then the amount of the production has been stated in barrels. The totals for the county, as determined from the shipment records of the Old Colony Railroad Company, were 34,733 barrels for 1877, and 37,883 barrels for 1879. In 1880 they shipped 39,625 barrels, and 26,500 barrels in 1883. In 1884 the crop was 27,245 barrels. For 1885 the bureau of labor statistics furnishes the details by towns, showing that each town in the county was producing this fruit, of which Harwich, in the lead, marketed 12,180 barrels, and Wellfleet, at the foot of the list, produced 143 barrels. The other towns in order were: Barnstable, producing 8,509 barrels; Bourne, 8,094 barrels; Dennis, 6,030 barrels; Yarmouth, 5,000; Falmouth, 3,234; Brewster, 3,000; Mashpee, 2,740; Sandwich, 2,389; Provincetown, 1,472; Orleans, 1,067; Chatham, 1,000; Truro, 479; and Eastham, 471 barrels—a total for the county of 55,898 barrels. These figures are from the producers' statements, while the shipment records of the railroad company make the total for the county 991 barrels less, a difference of less than two per cent. The Old Colony figures for 1886 show the crop to have been 60,803 barrels; for 1887 to have been 63,476 barrels; for 1888 the crop was 54,316, and for 1889 the gross shipments—the largest ever made—reached 66,750 barrels.

The table shows the number of barrels or their equivalents shipped in 1889 from the several stations, and gives an approximate idea of the amount produced in the several towns. The West Barnstable and Sandwich shipments include chiefly the crop of Mashpee.

Buzzards Bay	201	South Dennis.....	5,993
Monument Beach	141	North Harwich.....	3,930
Wenauomet.....	95	Harwich.....	9,479
Cataumet.....	558	South Harwich.....	405
North Falmouth	735	South Chatham.....	186
West Falmouth	52	Chatham.....	580
Falmouth.....	4,420	Pleasant Lake.....	491
Woods Holl.....	170	Brewster	5,285
Bourne	773	Orleans.....	1,224
Bournedale	1,681	Eastham.....	189
Sagamore.....	3,371	North Eastham	33
Sandwich.....	5,800	South Wellfleet	55
West Barnstable.....	9,585	Wellfleet	132
Barnstable.....	353	South Truro.....	58
Yarmouth	4,735	Truro	13
Hyannis.....	3,349	North Truro.....	10
South Yarmouth	2,968	Provincetown.....	66

The area devoted to their culture in the several towns as recorded by the local assessors for 1889, shows a total of 3,006½ acres in the county, valued at \$589,639.00 as the basis of taxation. This area is doubtless very nearly correct, but this valuation is not more than

two-fifths of the commercial value of these lands. The detail by towns are:

198 $\frac{1}{10}$	acres in Bourne,	valued at.....	\$35,684 00
131 $\frac{1}{4}$	" Falmouth,	"	37,097 00
203 $\frac{1}{2}$	" Mashpee,	"	66,160 00
135 $\frac{5}{6}$	" Sandwich,	"	32,400 00
549 $\frac{3}{4}$	" Barnstable,	"	116,550 00
165 $\frac{1}{4}$	" Yarmouth,	"	25,680 00
359 $\frac{1}{4}$	" Dennis,	"	71,870 00
500 $\frac{1}{2}$	" Harwich,	"	114,810 00
93 $\frac{3}{8}$	" Chatham,	"	12,144 00
204 $\frac{1}{4}$	" Brewster,	"	47,990 00
123 $\frac{1}{8}$	" Orleans,	"	10,008 00
56	" Eastham,	"	4,979 00
13 $\frac{5}{6}$	" Wellfleet,	"	995 00
59 $\frac{3}{8}$	" Truro,	"	3,754 00
and 212 $\frac{1}{4}$	" Provincetown,	"	9,518 00

This total for the county does not include the larger areas in course of preparation, but not yet set with vines. Several individuals and companies in the lower Cape are preparing to increase the acreage in those towns where, thus far, less of the fruit has been grown.

The biographical sketches of Abel D. Makepeace, of West Barnstable, generally known as the cranberry king; of Cyrus Cahoon and Zebnia H. Small, of Harwich, and of E. K. Crowell, William Crowell and Capt. Howes Baker, of Dennis, as they appear in the subsequent chapters of this volume, and the personal mention of the other growers in the several towns, will throw more light upon their relation to the origin and progress of this great industrial resource of South Eastham, Mass.

The terms in which this county is generally referred to, and the distinctive titles applied to the residents of it, have gradually given those who have not known the territory or its inhabitants, the idea that Cape Codders, the Cape and Cape Cod people were terms referring to a community different from the rest of New England, and especially distinguished from the rest of the world. This idea is not correct, even in general respects, because the residents of the county have always, by land and sea, maintained business and social relations as extensive with others as have any people. If, however, there be one trait which, more than another, distinguish these families from others of the East, it is that love of home which more or less characterizes the dwellers of all islands and insular localities. This love of their native place, and that reverence and respect for the character that has been developed in it, seems to increase the longer they remain

away from it; and now that communication is so easy between the East and West, each season witnesses the return to the Cape of those who from it have gone to make their home in almost every state of the Union. They find here something which, somehow, they forgot, or failed to take with them when they went West; and so year after year they come back to the scenes and circumstances of the old home, "which father's grandfather built in 17— and something."

That sensible practice, happily increasing among city people, of checking themselves each year in the rush and hurry of business, to take a vacation at the seaside, has already modified, to a great extent, the resources and prospects of Cape Cod. Available building sites for summer cottages are rapidly being occupied by those who build more or less elaborately and spend the larger portion of the year here. This is especially true of Falmouth, where several people of large means claim their residence. More than one-half of all the taxes of this town are paid by four such families. These elegant residences have been erected by the summer people almost throughout the Buzzards bay side of the county, and down the Cape on either shore; and on the higher lands as well, handsome residences beautify the landscape. The most elaborate and expensive of all residences in Barnstable county is *Tawasentha*, the new residence of Albert Crosby, in Brewster, which is the subject of an illustration in the history of that town.

The salubrity of the climate, the remarkably even temperature, and the opportunities for pleasure bring hundreds of strangers to the Cape each season. Here are all the conditions to be looked or hoped for at any seaside resort, and then here is that other element—the hospitable good cheer of the New England home. The hotels are good, but a large class of summer comers are those who choose the farm house or the village home, where a view of the Cape life, as it is, and the broad hospitality of the people are a stimulus to the moral fibre of a man—not less to be desired, perhaps, than the bracing, appetizing breezes which come to him from the ocean.

The visitors who choose hotel life find less accommodations than the Cape should be able to furnish, and along this line the greatest development in the immediate future is to be looked for and expected. The tourist who hurriedly visits the Cape by rail gets the worst possible impression of it, for the railway was located to best accommodate the villages on either side, passing through the most barren and uninviting lands between them. The traveler of the old stage-coach days understood the country better. One can hardly find elsewhere in the state so beautiful a drive as the south side coaches covered in their trips from Sandwich through the pretty villages of Cotuit, Osterville, Centerville, Hyannis, West and South Yarmouth, and over the

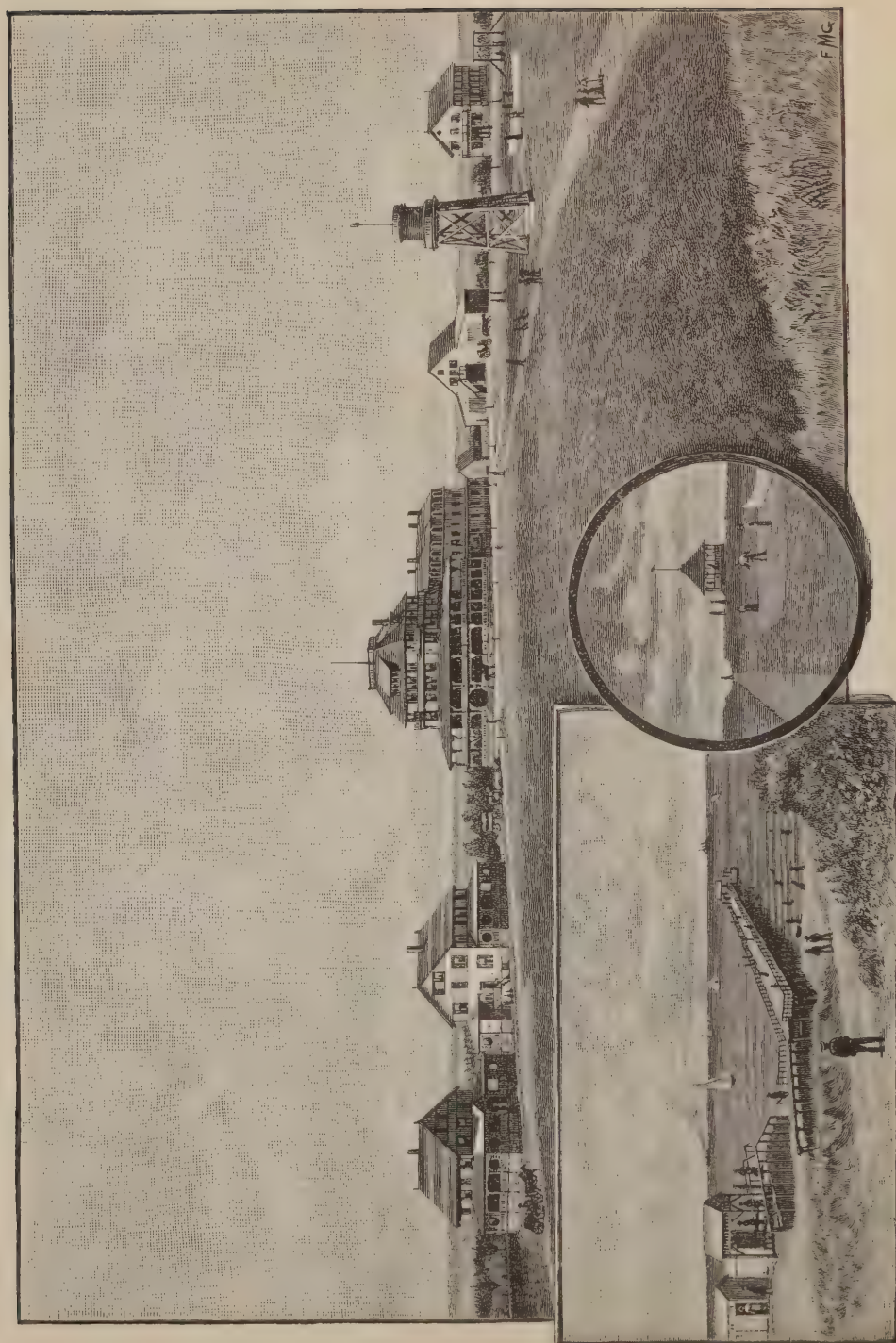
Bass river lower bridge on through West Dennis, Dennis Port, West Harwich, Harwich Port, South Harwich, West and South Chatham to the flourishing village of Chatham.

Liberal sums are annually expended by the several towns to improve the roads, and almost in proportion as the roads have been made better has the summer business been increased. Falmouth has thus far taken the lead in this respect, but each of the towns, especially in the central and upper portions of the Cape, have charming drives, where the impression is as though one were riding through some well-kept park.

A Cape Cod man, now president of the largest bank in America, is interested in a new hotel being erected on an elegant plan in Chatham. At Monument Beach, on the site of the old Stearns House, a new five-story hotel is nearly completed, and entirely around the point on which it stands has been built a sea wall, having a circular sweep, which bounds and protects the north and west sides of the grounds. The house is of wood, with brown stone for veranda column foundations, chimney caps and fireplaces. It contains eighty-nine guest chambers, besides parlors, dining-rooms, kitchens, store-rooms, bath-rooms, etc.

The Santuit House, at Cotuit, was built in 1860 by Braddock Coleman and run by him and his son James H. After being leased, the Barnstable Savings bank sold it on a mortgage to Samuel Nickerson, whose son-in-law, Charles N. Scudder, managed it two years, when it passed in 1880 to its present owner, Abbie A. Webb. Mr. Webb remodeled it, bought the old Captain Alpheus Adams house, with other adjoining property, and remodeled the whole, furnishing accommodations for one hundred guests. The Monument Club, at head of the bay, has suitable buildings for comfort and recreation.

The Bay View House, the Redbrook House, and the Jachin are beautifully located at Cataumet, on Buzzards bay. The locality has many advantages as a healthful resort, and is easily accessible by the Woods Holl branch of the railroad. Still further southward on the bay, is Quisset harbor, a romantic spot in the southwest portion of Falmouth. Ample accommodations are provided for guests. The house is pleasantly situated on the high bank that encloses the harbor, which affords safe sailing and successful fishing. George W. Fish has been the popular proprietor for several years. On the sound, at Falmouth Heights, Tower's Hotel was erected in 1871, and was enlarged in 1875. Here also is the Goodwin House, a well-patronized house, by Mrs. C. H. Goodwin. Menauhant, easterly of the Heights, is also on the sound shore of Falmouth. This house is near the water, is well protected on the land side by forests, and is a well-chosen locality. It was built in 1874 by Gideon Horton and Benjamin Angell



THE NOBSCUSSET HOUSE,
DENNIS, MASS.

who organized the Menauhant land company and built also some cottages. In May, 1888, Floyd Travis, of Taunton, bought the hotel property on which he has made many internal improvements. A highway was laid out in 1889 connecting by the shore route with East Falmouth,—reducing the distance from the railway station to $6\frac{1}{4}$ miles.

The Hotel Falmouth, of Falmouth village, and the Dexter House, at Woods Holl, are open during the entire year, but have a large summer patronage. The Hotel Attaquin, of Mashpee, and the Iyanough House, of Hyannis, also make a specialty of entertaining summer boarders.

The Cotocheset House, at Wianno Beach, near Osterville, was built by Harvey Scudder prior to 1869, and was owned by J. C. Stevens from 1877 until its destruction by fire in 1887. The real estate at this beach was largely owned by the Osterville Land Company. After the fire the Cotocheset Company, a stock company, erected the present fine hotel—still known as the Cotocheset House—which was leased by the popular hostess, Mrs. Ames, who had managed the former hotel eight years with remarkable success.

The Sea-View is beautifully located at Harwich Port, accommodating many summer boarders; and at Chatham the Travelers' Home has been fitted up, giving a commanding view of the ocean and sound. The hotels of the towns down the Cape are more or less patronized by pleasure seekers, and to be added to these is the Gifford House of Provincetown, open only during the summer. This house is pleasantly situated on an eminence overlooking the harbor.

Prominent on the north or bay side of the Cape stands the Nobscussett House, at Dennis. Situated on a bluff sixty feet above the sea, the eye, from its cupola, sweeps a marine half circle of a twenty mile radius, and a stretch almost as distant of picturesque landscape, with meadow, hill, forest and crystal ponds. From every direction it catches the ocean breeze, bringing with it "the breath of a new life—the healing of the seas." There is, perhaps, no place on the Atlantic coast that offers so many advantages for a summer's rest by the sea as this spot. The hotel grounds cover one hundred and twenty-five acres, with nearly three-quarters of a mile of sea front, furnishing excellent facilities for bathing, boating, fishing, and ample room for rambling, croquet, lawn tennis and swings. Forty acres of these grounds were set apart for whaling purposes in the early history of the town, and for more than two hundred years the old "Whale House" occupied the site on which the pavilion now stands.

An attractive feature is the pier extending into the sea eight hundred feet, with a pavilion at the end, where it widens to fifty feet, in a depth of twenty feet of water at high tide. With clams, lobsters,

fish in great variety, fresh from the sea, and all the vegetables of the season, with rich cream and milk furnished daily from the adjacent Tobey farm, the appetite, whetted by the sea air, is readily appeased.

The house is supplied with pure water from a never-failing spring, while the drainage and sanitary arrangements are the best that modern science can suggest.

In 1885, the late Charles Tobey of Chicago, a native of Dennis, purchased this property and greatly enlarged and beautified its appearance by adding to the hotel a front of four and a half stories, building two cottages with twelve rooms each, a billiard room and bowling alley with hall above, a pavilion, ice house and stable. The grounds were improved by walks, driveways and flower beds. Recently the present owner, Frank B. Tobey, of Chicago, also a native of Dennis, has made extensive additions to the hotel, so that it now furnishes accommodation for two hundred guests. Luther Hall, of Dennis, has charge of this property, assisted in the management of the hotel by F. H. Pratt.

Generally, the several hotels mentioned in the histories of the villages through the county make special preparations to entertain the summer people.

Not the least of the attractions of the Cape are the excellent facilities for yachting. The retired shipmasters, as well as the pleasure-seekers, own handsome yachts and engage in the sport. Regattas are sailed each season at various points around the shore, under the auspices of the Cape Cod Yacht Club, in which nearly every town is represented. The past summer has been marked by the several yacht races at Buzzards Bay, Nobsussett, and along the sound, many of the visitors having large and beautiful yachts for their private use.

CHAPTER X.

THE SOCIETY OF FRIENDS.

BY JOHN H. DILLINGHAM.

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General View of the Rise and Course of their Principles in Barnstable County.—The Society in Sandwich.—Newell Hoxie.—The Society in Yarmouth.—David K. Akin.—The Society in Falmouth.—The Dillingham Family.

MINISTERS of the Society of Friends first made their appearance in this county in the year 1657, ten years after the rise of the society in England, chiefly under the ministry of George Fox. These were Christopher Holder and John Copeland, who, having landed at Rhode Island, proceeded soon to Martha's Vineyard. Their religious offerings being unacceptable to the governor of the island and to Mayhew, the priest, an Indian was ordered to convey them across the sound. They stepped upon the (now called) Falmouth shore on the 20th of Sixth* month, 1657, and proceeded to the town of Sandwich. There they found a number unsettled in their church relations, doubtful of the propriety of stated preaching, and believing in the duty of Christians without human ordination to exercise their own gifts in the ministry. Thus the seed of what was nicknamed Quakerism found a soil to some extent prepared. The spiritual doctrines preached by Christopher Holder and John Copeland were hailed with feelings of satisfaction by those who had found little food in stated preaching or in forms of worship. Not less than eighteen families in Sandwich were on record the next year as professing with Friends.†

This was not the first arrival of Copeland and Holder on New England shores, but they were of the first cargo of Friends who succeeded in getting a foothold on New England soil, to propagate their views of gospel truth. They had first arrived from London in Boston

* Now Eighth month, called *August*.

† "They have many meetings and many adherents; almost the whole town of Sandwich is adhering towards them. . . . The Sandwich men may not go to the Bay [Boston colony], lest they be taken up for Quakers."—Letter of James Cudworth, a Puritan, in 1658.

bay one year before, together with six fellow laborers in the same cause. These arrived only two days after the sailing away of Mary Fisher and Anne Austin, who had been the first of that society to come to New England; and who, after five weeks' imprisonment, had been sent to Barbadoes on the vessel in which they came. Now, these eight other Friends appearing in place of the two just banished, brought no small consternation to the minds of the authorities, who had them imprisoned for eleven weeks, and subjected to many hardships in jail, before they were shipped back to London.

The aged Nicholas Upshal, who had been touched by the sufferings of Mary Fisher and Anne Austin as prisoners, and had given them provisions, now raised his voice in protest against the treatment of Quakers and the laws enacted against them. Banished from his home in consequence, he proceeded southward in hope of finding shelter at Sandwich. But the governor of Plymouth had issued a warrant forbidding any of the people of Sandwich to entertain him. The inhabitants of Sandwich, which even then began to appear as the cradle of religious liberty for Massachusetts, were mercifully disposed to ignore the governor's order summoning him to Plymouth. But such was the pressure brought to bear on them by the governor, that when spring-time came, they advised Nicholas Upshal to seek refuge in Rhode Island. Succeeding in reaching the free soil of Newport, doubtless there as during his sojourn in Sandwich, he served to prepare many minds for the reception of the doctrines which he had learned in Boston through the persecuted Friends. The story of the old man's wrongs being a theme of general conversation at Newport, an Indian chief was heard to exclaim, "What a God have the English, who deal so with one another about their God!"

It was while this topic was fresh that Robert Fowler's vessel, the *Woodhouse*, arrived at Newport, landing six of the eleven Friends whom he had brought from England,—the other five of his passengers having disembarked at New Amsterdam (New York). Of the six who proceeded to Newport, Christopher Holder and John Copeland remained there nearly a fortnight. No doubt the exiled Nicholas Upshal, who had passed the preceding winter in Sandwich, had much conference in Newport with these welcome brethren; and much that he could say to them about the fields being ready for a harvest in Sandwich, may have been instrumental in turning the course of Copeland and Holder toward the Cape, by way of the Vineyard. But Copeland, in a letter to his parents, names only the next station immediately in view: "Now I and Christopher Holder are going to Martha's Vineyard in obedience to the will of our God, whose will is our joy."

It is requisite here that we should take a glance at the more dis-

tinguishing doctrines inculcated by the Friends,* in order to understand a little of their public, though invisible influence on the life of the western half of the county, especially in Sandwich, Falmouth and Yarmouth, where societies of them were early gathered and still remain. This influence has been due, not to their numbers, but to their character. And their character, so far as it is the outcome of their doctrines, is traceable to so much of the Spirit of Christ, not as they have professed as a foundation doctrine, but as they have admitted into their hearts to live by and obey.

As the immediate beginning of modern Protestantism sprang up in the revelation livingly opened to Luther while performing a Romish penance, that "The just shall live by faith," so a similar beginning of that more distinct testimony for the spiritual nature of the Christian dispensation, as the second wave of the reformation, by some

* The first written declaration of faith, representing some of the leading doctrines of Friends, is believed to be the following, issued by Christopher Holder, John Copeland and Richard Doudney, soon after the first visit of the two former in Sandwich. It is dated: "From the House of Correction, the 1st of the Eighth month, 1657, in Boston."

"We do believe in the only true and living God, the Father of our Lord Jesus Christ, who hath made the heavens and the earth, the sea and all things in them contained, and doth uphold all things that he hath created by the word of his power. Who at sundry times and in divers manners, spake in time past to our fathers by the prophets, but in these last days hath spoken unto us by his Son, whom he hath made heir of all things, by whom he made the world. The which Son is that Jesus Christ that was born of the Virgin; who suffered for our offences, and is risen again for our justification, and is ascended into the highest heavens, and sitteth at the right hand of God the Father. Even in him do we believe; who is the only begotten Son of the Father, full of grace and truth. And in him do we trust alone for salvation; by whose blood we are washed from sin; through whom we have access to the Father with boldness, being justified by faith in believing in his name. Who hath sent forth the Holy Ghost, to wit, the Spirit of Truth, that proceedeth from the Father and the Son, by which we are sealed and adopted sons and heirs of the kingdom of heaven. From the which Spirit the Scriptures of truth were given forth, as, saith the Apostle Peter, 'Holy men of God spake as they were moved by the Holy Ghost.' The which were written for our admonition, on whom the ends of the world are come; and are profitable for the man of God, to reprove, and to exhort, and to admonish, as the Spirit of God bringeth them unto him, and openeth them in him, and giveth him the understanding of them.

"So that before all men we do declare that we do believe in God the Father, Son, and Holy Spirit; according as they are declared of in the Scriptures; and the Scriptures we own to be a true declaration of the Father, Son and Spirit; in which is declared what was in the beginning, what was present, and was to come. * * * [The only doctrinal matter which follows is contained in an exhortation to turn to the Spirit] that sheweth you the secret of your hearts, and the deeds that are not good. Therefore while you have light, believe in the light, that you may be the children of the light; for, as you love it and obey it, it will lead you to repentance, bring you to know Him in whom is remission of sins, in whom God is well pleased; who will give you an entrance into the kingdom of God, an inheritance amongst them that are sanctified."

denominated as Quakerism,* dates from the moment that George Fox, after sore struggles and wanderings in search for the living truth, heard the words as by a declaration from heaven, "There is one, even Christ Jesus, that can speak to thy condition."

From that time, Jesus Christ, not only as "once offered to bear the sins of many," but as the inspeaking Word of God and Mediator between man and the Father; the "true Light that lighteth every man that cometh into the world"; the Leader, by the witness of his Spirit, into all the Truth; and the practical "head over all things to his church," even head over every individual exercise of true public and private worship,—has been the foundation of the system of doctrines and testimony, which seemed to the early Friends clearly to proceed from Christ by the witness of his spirit to their hearts.

They reverently owned the Holy Scriptures to be written words of God, but were careful to observe them just as reverently in their own confinement of the title "*Word of God*" to Christ himself. Satisfied that the Scriptures were written by inspiration of God, they dared to open or interpret their spiritual meaning under no other qualification than a measure of that in which they were written. Knowing that a prophecy of Scripture is of no private interpretation; but, as it came not by will of man, no more can it be so interpreted; and "as holy men of God spake as they were moved by the Holy Spirit," so in the light of the same Spirit must the sayings, as all the other "things of the Spirit of God," be spiritually discerned; and, when rightly called for, so declared to others.

Now, since "a measure and manifestation of the Spirit of God is given to every man to profit withal," and "the grace of God which bringeth salvation, hath appeared to all men, teaching them," if they will heed it, the essentials of life and salvation, God hath neither left himself without a witness for Truth to every man's heart, nor man anywhere with availing excuse. Since "sin is the transgression of the law," and "all have sinned," all must have had the law, or evidence of the divine will,—some in the Scriptures, and all mankind by the Spirit, witnessing in their hearts against sin. "For where no law is, there is no transgression." But by the inward witness of the Holy Spirit, sin is disclosed to each man as sin; whereby Christ fulfills his promise, if he should go away, to come again and "convince the world of sin, of righteousness, and of judgment." And if under this conviction for sin there is a faithful repentance toward God, a saving faith toward our Lord Jesus Christ is imparted by the same Spirit (even to such sincere penitents as may not have been informed of his outward

*A nickname, as in most cases happens, more persistent than the adopted name, and started by George Fox's bidding a magistrate to "*Tremble at the word of the Lord.*"

history, yet they experience the spiritual mystery) to give us to feel our transgressions forgiven and iniquity pardoned, not for works of righteousness that we may have done, but according to the Father's mercy in Christ Jesus, who laid down his life, "the just for the unjust," a "Propitiation for the sins of the whole world," that we "being reconciled by his death," may be "saved by his life."

Consistently with this adherence to Christ as the Word of God "speaking to our condition," as we reverently wait on Him to know his voice, no ministration but that of his spirit is needed, whether vocally through the minister or "in the silence of all flesh," for the performance of worship acceptable to God,—a worship which stands not in words, or forms or emblems, but must be "in spirit and in truth." Here no words of man are a part of worship, except under a fresh requirement of the "Head over all things to his church"; whose charge through the apostle Paul was, "If any man speak, let him speak as the oracles of God; if any man minister let him do it as of the ability which God giveth." Ministry, whether it be exhortation, teaching, praise or prayer, under such immediate putting forth of Christ's Spirit, requires no previous intellectual study or preparation; but may be exercised according to the anointing and gift whether by learned or unlearned, male or female. For "There is neither male or female: for ye are all one in Christ Jesus." And the dispensation has been introduced when the Spirit was to be "poured out on all flesh," and "your sons and your daughters,—servants and handmaids—shall prophesy." (Acts ii: 17, 18). And Paul who forbade women to *speak* or *teach* in the church, in the human sense of the word, was careful to tell how women should appear when they should speak in the divine sense,—when they should publicly *pray* or *prophesy*.

The Friends took note of the command of Christ: "Freely ye have received, freely give," in its application to the ministry of the gospel. Especially as, during the seasons of public worship, ministers in common with the flock were to "wait for a fresh anointing for every fresh service," no sermons had to be prepared outside of the meetings in any such way as to prevent ministers earning their own living, after the example of the apostle Paul. Pastoral care, the watching over one another for good, was the common duty of all the brethren. So, conscientiously unable to "preach for hire, or divine for money," and concerned to avoid even the appearance of doing so, they brought down upon themselves, chiefly by this one testimony against a "hireling ministry," the most alarmed vituperation of the salaried clergy; at whose instance the bulk of their persecutions thus most naturally came.

Regarding the ceremonials of the Old Testament law as types, figures and object lessons of the spiritual life of the religion of Christ

who was to come; and that he, when he said on the cross, "It is finished," became "the end of the law for righteousness to every one that believeth"; and that every outward ordinance of the former dispensation was obsolete because fulfilled in Christ himself, the living Substance, to whom all types and shadows that went before pointed;—they believed it to be his will that the spirit and not the forms of those ceremonials,—the heavenly things themselves and not the images of those things,—should be maintained and cherished by living experience. The Jewish rite of water baptism and the passover supper, as *outward* observances, ended like all the others, with the Old Dispensation,—the baptism of John as a prophet under that dispensation belonging there, while he with his master distinctly declared that Christ's own baptism, under the incoming dispensation of "One Lord, one faith, *one* baptism," should be the baptism of the "Holy Spirit and of fire." Also that no obligation for the continuance of the last pass-over supper, as an outward form, is found in any more definite command than this,—in the fuller sentence as quoted by Paul:—"This do ye, as oft as ye drink it, in remembrance of me";—a condescension to a formed habit, with the command resting on the spiritual side,—the remembrance of him. The Friends taught, that inward submission to Christ's spirit as the bread of life and the wine to be drank "anew with his disciples in his kingdom," is the table of communion at which he would "sup with us and we with Him."

When the details of one's outward conduct or speech are referred to his secret sense of the pure will of Christ in his heart, the consistent attempt to carry out the light of truth into practice, must separate the servant of Christ from many ways and modes, of those whose chief guidance is the prevailing fashion and practice of the times. So looking at pure and simple truth as a guide, the Friends could not address to one individual the plural pronoun "you,"—especially when they saw that the use of it had its root in vanity, to flatter a person as amounting to more than one; but they kept to the original *thou* and *thee* in addressing an individual. This gave offense to magistrates, confirming the Friends in their conviction that it "pricked proud flesh." Regarding also the appellations Master (or Mr.), Mistress (or Mrs.), Sir, Honorable, His Grace, Excellency, or Holiness, etc., as springing from the root of pride in man, tending to feed the same, and usually not founded in real truth, their spirit shrank from these and all merely complimentary expressions and flattering titles, as inconsistent with the Spirit of Christ. Yet in the exercise of genuine courtesy, William Penn testifies that George Fox was "civil beyond all forms of breeding." They could find no spiritual warrant in making obsequious distinctions between fellow-beings in what they termed "hat-honor," and would retain their hats on their heads before king

and peasant alike. It also seemed to them beneath a Christian to borrow his names for days and months from heathen worship, as, to call the fourth day of the week Woden's day or Wednesday, or recognizing *Juno's* right to be worshipped in what is now the sixth month, or *Augustus* to be adored in the eighth. The Puritans felt the same scruple about calling the first day of the week *Sunday*. Accordingly Friends have observed the numerical names of days and months, as Third-day, Fifth month, etc. Christ's command to "Swear not at all," seems to them imperative against swearing at all, whether in courts of justice or elsewhere, with any manner of oath. And their sense of his spirit as the Prince of Peace and the exponent of divine love, forbids in their minds any participation in war or retaliation, or capital punishment. Plainness of dress, as of address, must follow from their principles; and while they prescribed no form of garb as a rule, yet, by ceasing to follow the changing fashions, they found themselves ere long left behind in a garb peculiar to themselves; which, on finding it served as a hedge against the spirit and maxims of the world, and served as a visible testimony of their principles before the public, Friends have even yet to some extent retained, in proportion to their strenuousness for the original principles.

Such was the attempt of the "Friends of Truth," as they frequently styled themselves, to get back out of the corruptions of the church at large to first principles in Christ; or to represent what William Penn, one of its noble converts, claimed to be "primitive Christianity revived";—not a revelation of a new gospel, but "a new revelation of the old gospel." Theirs was certainly not a superficial doctrine, and as it insisted on a corresponding practice, it could not be expected to be popular; or to escape that general misunderstanding which exposed its adherents to persecutions. And as little general openness for the understanding of it is found now, in the present day of sensations, when *entertainment* is as much mistaken for *worship*, as stated observances were formerly.

Barnstable county appears foremost in early Massachusetts history as a representative,—imperfectly so, it is true, but most creditably for the times,—of the spirit of religious toleration. In what other county could such a church thus early and numerous have gained so firm a foothold? And what was the state of the community so preparatory for the Friends' doctrine, that, within a year from the signal being sounded by Holder and Copeland, a larger number of families in Sandwich gathered to the revived standard, than can be found professing with Friends there now?

The "ten men of Saugus" who began the settlement at Sandwich in 1637, do not appear to have been imbued, as were their Puritan neighbors whom they left behind, or the Puritanized successors of the

Pilgrims whom they passed by at Plymouth, with determined zeal for a theocracy,—or establishing on the Cape a church-state. Had they felt most thoroughly at home in the intolerant sectarian atmosphere of the Salem community, why did they separate themselves unto a distinct locality? Religious, indeed, they evidently were,—but less tied down to dogma, and of a freer spirit; adventurous enough to seek new homes again; and a little more liberal than the stayers behind to take new scenes, new comers and new doctrines on their merits.

Dissensions were fermenting in the Sandwich church for several years before the Friends appeared. Fines and penalties were imposed on many who neglected or set at nought the stated worship. Some professed to “know no *visible* worship.” A growing movement in favor of religious liberty and toleration, though strongly opposed by the government, could not be set back. And for three years before the arrival of Holder and Copeland, the stated pastorate of the church in Sandwich had been discontinued. The pastor, William Leverich, himself also said to be tinctured with toleration, found it expedient, in consequence of the existing unsettlement, to leave the flock at Sandwich in 1654 for Long Island. Yarmouth also was without a pastor. And in 1659 we find the court still censuring the neglect of some in Yarmouth to support the ministry. The people in both towns are said to have become “indifferent to the ministry and to exercise their own gifts.” The doctrine of Friends had but to step in upon this prepared ground and say that vocal ministry, and regulation preaching at that, was not essential for worship in spirit and in truth; and all ministry spurious except that proceeding from the immediate anointing of the Head of the church, whose messages could be declared, as by the fishermen-disciples of old, without the learning of the schools except the school of Christ;—the Friends had but to sound this word, to discover they had *told* their eager hearers nothing, but had only clearly formulated what they had already vaguely believed. So the thoughts of many hearts being revealed, neighbor was disclosed to neighbor in mutual recognition, resulting in open fellowship in a new church profession.

The more distinguishing principle of the society having once found entrance in Sandwich on the question of *worship and ministry*, it legitimately followed through all their other lines of faith and practice. Just as in this latter day from the same society the same principles and consequently testimonies begin to go out at the same door,—namely, the practice of worship and ministry,—at which they came in. It is also but natural that the easy acquiescence in traditional principles or in no principles, which is the weakness of merely birth-right membership, should be but as a rope of sand to bind members to the original profession; in comparison with that strong, individual

convincement of truth by which new members, experiencing the original cost, join the faith. In addition to this, and to prevailing worldliness, the emigration of younger members from the meetings of Sandwich, Yarmouth, and Falmouth, to seek livings in cities or in the West, has largely contributed to the present reduced numbers of the society in these parts.

But emigration is not a sufficient explanation, else the neighboring churches should be found similarly diminished. "Thou hast left thy first love," is the verdict which explains the thinning out of Friends' ranks, even in cities of Massachusetts to which country-Friends' children go. The movement of late years in Friends' meetings to borrow modes and principles of other denominations in a hope of holding the interest of the younger members, has served to direct the young people to the churches and systems from which these alleged improvements came. So that Friends' meetings thus popularized in our cities not chargeable with emigration, have not been found holding their own.

It cannot be denied that even on the Cape there was plenty of persecution to give impetus to the progress of the revival. It raised up sympathy for the victims, zeal in the members, and inquiry concerning their principles among many. Details of the convictions, fines, and penalties imposed for countenancing Quakers, attending their meetings, or advocating their doctrines, belong to our more local treatment of town histories. But the Sandwich authorities were not altogether willing executors of the harsh orders of the Plymouth government; and the neighborhood which had the best opportunity of understanding the Quakers, became the least inclined to harm them. So we read of Holder and Copeland, who frequently visited the flock here, that the Sandwich constable refusing to whip them, a Barnstable magistrate gave them each thirty-three lashes, "with a new tormenting whip, with three cords and knots at the ends."

Though we seem to give to the Plymouth government the credit of much of the distress encountered by the Friends at the hands of Sandwich officers, yet let us make haste to clear the Pilgrim fathers from the charge of a persecuting spirit. A distinction must be made between the Pilgrims, who sailed in the *Mayflower* in 1620 and came to Plymouth, and the Puritans who sailed in 1629 and founded Boston. The Puritans were imbued with the principle of a state church; the Pilgrims were Separatists, and they knew in England what it was to be persecuted by Puritans. The Puritans of Massachusetts bay had remained in the church of England as long as possible, and they continued here to believe in a union of church and state. In coming here to live by themselves, they did not mean to have such union weakened. "The order of the churches and the

commonwealth," wrote Cotton, "is now so settled in New England that it brings to mind the new heaven and new earth wherein dwells righteousness."

The Pilgrims came to these shores not primarily, like the Puritans, to secure a state of their own as a church of their own, but to enjoy religious liberty. Nevertheless they too, as Bancroft says, "desired no increase but from the friends of their communion. Yet their residence in Holland had made them acquainted with various forms of Christianity; a wide experience had emancipated them from bigotry, and they were never betrayed into the excesses of religious persecution." Thus the Pilgrims at Plymouth before they were superseded by the Puritans from Massachusetts bay, were prepared to be of the more charitable spirit which afterward appeared in those Separatists from the Lynn colony who sought new homes in Sandwich. But when Friends first appeared and were maltreated in Boston in 1656, and other Friends found a foothold in Sandwich in 1657, almost the last of the Pilgrim fathers was dead. "Plymouth had ceased to be an independent colony, and was part of the New England confederation*." There was enough of the apparent Pilgrim spirit left in Plymouth to make her milder towards dissenters than the Puritan church-state at Boston could bear for her to be; and there were enough of the descendants of the Pilgrims about Boston to get roughly handled by the Puritans "for assisting the Quakers and boldly opposing persecution." But the great battle for religious liberty in Massachusetts, of which Friends took the brunt, was fought by the Separatists of the southward shores, against the Puritans at the north. The blood of the four Friends executed on Boston common, sealed the victory for religious liberty in America.

How far the "Right arm of Massachusetts," as Cape Cod has been styled, has reaped in its own character a worthy reward for magnanimity in shouldering the cause of religious liberty in her infancy, cannot be fully measured till the secret workings of all principles are revealed. That the so-called Quaker virtues and the characteristic Cape virtues so largely coincide, we cannot presume to say is chiefly traceable to the influence passing into the county through the Friends themselves. No real Friend would so claim. "Names are nothing," said George Fox, "Christ is all." The same well-spring of life to which he pointed men only to "leave them there," has watered the land through many a human channel of spiritual influence, under whatever name. But a standard for pure truth, when exalted, is just as effective a signal, whether held in few hands or in many. It is inevitable

* "And now the Plymouth saddle is on the Bay horse," says Ex-Judge Cudworth in 1658, alluding to the way in which the authorities at Plymouth were imitating the methods of Massachusetts bay towards the Friends.

that the principles held forth by Friends should have increased a disposition to look at the true inwardness of all questions and subjects; to strip off all shams and be satisfied with simple truth only; to despise show and look for genuine substance, and to render "Quaker measure" to others; to value straightforward common sense rather than brilliancy, conscience before convenience, honesty above policy, character above creed, the spirit above the letter, motives above movements, the life above the living:—to respect the divine spark in every human being, regardless of color or sex; and the equality of all, as before the law of God, so before the law of the land. Simplicity of manners, genuineness of profession, the courage of one's convictions, plain living because of "high thinking," inward retirement of mind to feel the truth of one's self, a yes that is *yes* and a no that is *no*—and so surer than most oaths,—these are virtues of which the professed "Friends of Truth" by no means held the monopoly, and in which individuals among them as in every other flock have signally failed; yet the banner which they as a people have displayed because of the truth, is one which the life and character of our county could ill afford to spare.

The preceding view of the establishment of the Society of Friends in the county has been necessarily, to that extent, a history of the Sandwich Society. Afterward a branch of Sandwich monthly meeting became established in West Falmouth, and called Falmouth Preparative Meeting of Friends; and another branch at South Yarmouth, called Yarmouth Preparative Meeting. Each preparative meeting, including one held also in Sandwich, sends representatives to each session of the monthly meeting; which is held six times a year in Sandwich, four times at Falmouth, and twice at Yarmouth. Formerly, for a period, some sessions of Sandwich monthly meeting were held also at Rochester, on the other side of the bay. A sketch of the history of each of the Cape meetings of Friends will now be given, beginning with Sandwich.*

THE SOCIETY IN SANDWICH.—It has already been pointed out how the Sandwich community was prepared for, and how responsively, in the year 1657, many rallied to the preaching of the Word by the newly arrived Friends Christopher Holder and John Copeland; so that in the very next year, 1658, no less than eighteen families in Sandwich appear as acknowledged adherents of the new Society.

They met for worship at the houses of William Allen, William Newland, Ralph Allen, and, as tradition hands it down, in Christo-

* The writer having had but few hours' opportunity to consult the original records, has availed himself of a considerable part of the notes and extracts from them made by the late Newell Hoxie, representing careful labor on his part continued from time to time for years. He has also gleaned freely from Freeman's History of Cape Cod, and other works.

pher's Hollow,—a spot believed to have been so named from the preaching of Christopher Holder in at least one meeting which assembled in that woodland retreat. This hollow or glen may now be approached by the road which passes the alms-house into the woods. Not having visited the spot himself, the writer here presents the description of a visitor, as given in the *Falmouth Local*, 12th mo., 1887:

“About a mile southeasterly of the village of Sandwich is a deep sequestered glen or hollow in the wood. There is no spot in the county of Barnstable more secluded or lonely. It is even now as primeval in appearance as it was on the day the Pilgrims first set foot on Plymouth rock. This quiet glen is surrounded by a ridge of hills, covered in part by trees, and it is some 125 feet deep. At the bottom are to be seen a few straggling red-cedar trees. In the spring and summer a small stream of water runs into this glen, which keeps up a perpetual murmur. For over two centuries this lonely spot has been called ‘Christopher’s Hollow,’ in memory of Christopher Holder. . . . In 1657, immediately after the severe penal acts of the provincial legislature were passed, this small and sincere band of Christian worshippers met at William Allen’s house on Spring Hill, but [afterward] adjourned to this sequestered glen to offer up in the ‘darkling woods’ their devout supplications to Him who is no respecter of persons. Your correspondent visited this hollow a few days ago, and noticed, particularly on its westerly side, a row of flat stones,* which are believed to be the seats on which this meagre congregation sat, and listened to the heartfelt teachings of Christopher Holder.”

William Allen’s house, the first or one of the first meeting places of Friends, stood on the spot where Roland Fish’s house now stands, the first house by the road leading southward from the present Friends’ meeting house in Spring Hill. Near the southwest corner of the house is the first burying ground of the Society, now enclosed by an iron railing. On the early records we find a direction “that servants shall be buried on the side next the swamp.” This is the half-acre given by the town in 1694. William Newland’s house, another of the first meeting places, was opposite the old town burying ground, on the road from the village toward Stephen R. Wing’s. [Of other Friends prominent in that day, William Gifford is said to have lived near the house of late years known as Russell Fish’s; Edward Perry near Joseph Ewer’s swamp, or opposite his house; and Edward Dillingham, (one of the original “ten men of Saugus” to whom Sandwich lands were granted), to have lived on the hillside east of the upper pond, which is southeast from Stephen R. Wing’s. The cellar is

* These stones are really half-buried boulders; quite a number have been carried away.

said to be still there, and a pear tree set out by Edward Dillingham. The late Newell Hoxie, being able to designate the situation of seventeen of the Friends' houses of 1658, once remarked to the writer, that when by failing health he was laid aside from attending his meetings for public worship, he would often carry himself in fancy more than two hundred years back, and trace in his mind's view the goings of each of those seventeen families from their respective homes, as they took their several paths to William Allen's house, to meet for divine worship after the manner of Friends.]

In 1657 (to quote from Freeman) complaint was made to the general court against divers persons in Sandwich "for meeting on Lord's days at the house of William Allen and inveighing against ministers and magistrates, to the dishonor of God and the contempt of government." Jane, the wife of William Saunders, and Sarah, the daughter of William Kerby, complained of "for disturbance of public worship and for abusing the minister," were, on being summoned to court, sentenced to be publicly whipped. William Allen, William Kerby, and the wife of John Newland were also involved in these difficulties. John Newland was warned by the court to suffer no Friends' meeting to be kept in any house in which he had an interest. It was also ordered that "Nicholas Upsall, the instigator" of all this mischief, "be carried out of the government by Tristram Hull, who brought him." William Newland, a prominent citizen, was, "for encouraging Thomas Burges" to let Christopher Holder, a Quaker, occupy his house, sentenced to find sureties for his own good behavior. Ralph Allen, "for entertaining such men and for unworthy speeches," was also arrested and laid under bonds. Henry Saunders was arrested and committed. Edward Dillingham and Ralph Jones were also arrested; Jones was fined and Dillingham was admonished. Burges expressed his sorrow for what he had done, and was released. This year, on account of increasing sympathy with the Quakers throughout the community, a marshal was provided by the general court in Plymouth to do service in Sandwich, Barnstable, and Yarmouth.

In 1658 Robert Harper, Ralph Allen, sr., John Allen, Thomas Greenfield, Edward Perry, Richard Kerby, jr., William Allen, Thomas Ewer, William Gifford, George Allen, Matthew Allen, Daniel Wing, John Jenkins, and George Webb, "none of them," says Freeman, "professed Quakers at the time, though several of them afterward became such," being summoned to court to give a reason for not taking the oath of fidelity to the government, professed that they held it unlawful to take the oath, and all were fined. Friends' view of the unlawfulness of all swearing, or oaths, is founded on Christ's command, "Swear not at all;" which is amplified in the epistle of James, "But above all things, my brethren, swear not, neither by heaven,

neither by the earth, neither by any other oath; but let your yea be yea, and your nay, nay; lest ye fall into condemnation." Their firm adherence to this command was much misunderstood by officers of the government, and even by the clergy; and was the pretext for a long list of fines and dreary penalties. Some of these Friends, alluding to their sufferings for not swearing, remarked, that oath-taking was "contrary to the law of Christ," "whose law," they add, "is so strongly written in our hearts, and the keeping of it so delightful to us; and the gloriousness of its life daily appearing, makes us to endure the cross patiently, and suffer the spoiling of our goods with joy."*

The earliest meetings of Friends in Sandwich, even in 1657, included six of the brothers and sisters of Ralph Allen. They had resided upwards of twenty years in Sandwich and were much respected by their neighbors. But their joining the new sect was "peculiarly annoying" to the government, and they were among the first to be tested by the oath of fidelity. William Newland and Ralph Allen, on refusing to relinquish the keeping of meetings in their houses, "were committed to the custody of the marshal, and kept close prisoners for five months. When half the period had expired, they were offered their liberty on condition of engaging not to receive or listen to a Quaker; but the request was met by an immediate and decided negative."†

Under the law now prohibiting the frequenting of Friends' meetings, William Allen was fined forty shillings for permitting a meeting at his house. Cudworth says of another session of the court, that "the court was pleased to determine fines on Sandwich men for meetings, sometimes on First-days of the week, sometimes on other days, as they say: They meet ordinarily twice in a week, besides the Lord's day,—150 pounds, whereof William Newland is 24 pounds for himself and his wife at Ten Shillings a Meeting, William Allen 46 pounds," etc. William Allen's other fines and distrains amount apparently to 113 pounds. "They left him but one cow," says Bishop, "which they pretend is out of Pity; but what their pity is, more than a Robbers on the Highway, that takes away all a man hath, and then gives him a penny, I leave to be judg'd. Also they took from William Allen one Brass Kettle,—which the Governor put upon him for his Hat." He also went to Boston prison. When the marshal took the goodwife's kettle he said with a sneer, "Now, Priscilla, how wilt thou cook for thy family and friends? Thee has no kettle." Her answer was, "George, that God who hears the ravens when they cry will provide for them. I trust in that God, and I verily believe the time will come

* Norton's Ensign, p. 42.

† Bowden, vol. I, p. 147.

when thy necessity will be greater than mine." This marshal, George Barlow, would boast, "That he would think what Goods were most serviceable to the Quakers, and then he would take them away, when he went to distrain for the fines." "But now," says Bishop afterward, "being grown exceedingly poor, he presumes to say, 'He thought the Quakers would not let him want.' And truly, it is said, they relieve his Children, notwithstanding all the Villany that he hath shown unto those people." (*New England Judg'd*, p. 389). This drunken marshal and tool of Plymouth's blind policy is said to have lived to fulfil abundantly Priscilla Allen's prophecy.

The following scale of penalties which the Plymouth government required Sandwich magistrates to exact, is given by N. H. Chamberlain in his interesting article on Sandwich and Yarmouth in the *New England Magazine*, 11th mo., 1889:—"Entertaining a Quaker, even for a quarter of an hour, cost £5, or the year's pay of a laboring man. If any one saw a Quaker and did not go six miles, if necessary, and inform a constable, he was to be punished at discretion of the court; for allowing preaching in one's house, 40 s., the preacher 40 s., and each auditor 40 s., though no Quaker spoke a word. The Quakers were fined for every Sunday they did not go to the Pilgrim meeting, and for every Sunday they went to their own. In three years there were taken from them cattle, horses, and sheep to the value of £700, besides other punishments."

Other names and cases, equally as interesting as William Allen's, cannot here be detailed with the same fulness; but similar recitals, with more or less suffering, may be understood with each name on the following list of distrains made about this period from Friends in and near Sandwich:—The list is preserved by Besse, as follows:—

	£ sh.		£ sh.		£ sh.
Robert Harper.....	44 0	John Jenkins	19 10	Daniel Wing.....	12 0
Joseph Allen.	5 12	Henry Howland.....	1 10	Peter Gaunt.....	43 14½
Edward Perry.....	89 18	Ralph Allen, sen....	68 0	Michael Turner....	13 10
George Allen.....	25 15	Thomas Greenfield...	4 0	John Newland.....	2 6
William Gifford.....	57 19	Richard Kirby.....	57 12	Matthew Allen....	48 16
William Newland ...	36 0	William Allen.....	86 17		
Ralph Allen, jr.....	18 0	Thomas Ewer.....	25 8		£660 7½

On the other hand we cannot say that unwise provocations were not sometimes given by individuals reckoned as Quakers. Some expressions made to magistrates and others, whether the speakers had been goaded into them or not, we would not now approve as proceeding from the principles or spirit which they themselves professed. And some extravagances of conduct, in exceptional instances, would in this and should for that day, be attributed to derangement of mind, from which members of no denomination are found exempt.

The noted letter of James Cudworth, a Puritan and a judge (who

lost his place by entertaining some Friends at his house), written in 1658, says of the Friends "They have many Meetings, and many Adherents; almost the whole Town of Sandwich is adhering towards them. . . . Sandwich men may not go to the Bay [or Boston colony] lest they be taken up for Quakers. William Newland was there about his Occasions some Ten Days since, and they put him in Prison 24 hours, and sent for divers to witness against him; but they had not Proof enough to make him a Quaker, which if they had he should have been Whipped."

In 1659 an order was given by the general court to arrest Quakers repairing to Sandwich "from other places by sea, coming in at Manomet,"—now Monument. Also George Barlow, marshal, was ordered to take with him a man or two and make search in the houses of William Newland and Ralph Allen of Sandwich and Nicholas Davis of Barnstable for Friends' books or writings.

In 1661 William Newland "for entertaining a strange Quaker called Wenlocke Christopherson" was fined five pounds, and said Christopherson was sent to prison and afterward sentenced "to lay neck and heels." He was then whipped and sent away.* Afterward in Boston he was sentenced to death, but was released. "William Allen was again summoned to the court at Plymouth and charged with entertaining Christopher Holder, a Quaker; and Wm. Newland and Peter Gaunt were similarly charged; and Lodowick Hoxby was fined 20 shillings for not assisting marshal Barlow. The following were fined ten shillings each 'for being at Quaker meetings': Robert Harper and wife, John Newland and wife, Jane Swift, Matthew, William, Joseph, and Benjamin Allen, William Gifford, William Newland and wife, the wife of Henry Dillingham, Peter Gaunt, John Jenkins, Richard Kerby, sr., Richard Kerby, jr., Obadiah and Dority Butler."

This year, 1661, marks the deliverance of Friends in the colonies from further danger to their lives by hanging in consequence of their profession. William Robinson, Marmaduke Stevenson, Mary Dyer and William Leddra having thus been executed in Boston, Charles II. was induced to send a mandamus to New England, commanding Governor Endicott to send to England all Quakers who were under condemnation or imprisonment. This put a stop to executions, but not to persecutions. The Act of Toleration under William and Mary was not passed till 1689.

In 1674 "Priest John Smith" and others are said to have caused Friends to be recorded as non-townsmen,—probably because they could not take the oath of fidelity. It was because it was an *oath*, and not because it meant fidelity, that Friends felt forbidden to swear it. As faithful observers of the law of the land, where that does not con-

*Freeman I, p. 241.

travene the divine law, they have proved themselves exemplary citizens. In 1675 they were invited by the treasurer of the town to substitute something for an oath. The firmness of this Society in refusing to take oaths in any form, has since been respected by legislative bodies both in America and in England, which have authorized a form of *affirmation* to be taken by Friends and others instead of an oath. By substituting passive for active resistance to oppressive laws, they have on other subjects also converted oppression into concession; as in the requirement to bear arms or otherwise to deny their testimony for the Prince of Peace, also in the matter of taxes for the support of a paid ministry. In 1686 Edward Randolph, who had some sixteen times been sent over from England in consequence of complaints made by Friends and others, wrote as follows to Governor Hinckley: "Perhaps it will be as reasonable to move that your colony be rated to pay our minister of the church of England who now preaches in Boston and you hear him not, as to make the Quakers pay in your colony." Thus the stand made by Friends on the Cape was steadily opening the way for liberty to all. In the words of Brooks Adams on the "Emancipation of Massachusetts," referring to the Friends by whose suffering he says "the battle in New England has been won":—"At the end of 21 years the policy of cruelty had become thoroughly discredited, and a general toleration could no longer be postponed; but the great liberal triumph was won only by heroic courage and by the endurance of excruciating torments."

We may leave our fragmentary specimens of the period of intolerance, with the acknowledgment that their townsmen in general appear to have taken no pleasure in the hardships inflicted on Friends. They elected Friends to responsible offices even while the sect seemed outlawed by the Plymouth court; whose marshal, Barlow, had none of their sympathy in his unsavory doings. Freeman characterizes the Friends as regarded at heart by their Sandwich neighbors, as "ever among our best and most esteemed citizens, benevolent and kind, pure in morals, and most deservedly honored."

Sandwich has the distinction of being the first town on the continent of America to establish a regular monthly meeting of the Society of Friends. That meeting, set up in the year 1658, has continued its monthly sittings in unbroken succession, so far as we know, ever since. They are still (though changes of the time have been tried for brief periods) held at the same hour of the same day of the week on which they were appointed to be held by the first minute of the first existing record book of the meeting. The said minute is as follows: "At a mans meeting kept at Will'm Allens house ye 25 day of ye 4th mo'th in ye year 1672. At w'h meetting it is concluded and orderèd y't for ye future a mans meeting be kept ye first six day of ye week in every

mo. and for friends to come together about ye eleventh hour." A marginal note written beside this minute says: "This was ye first mans meeting that was kept by ffriends in sandwich that is recorded."

Accordingly we may understand that no records of the monthly meetings between the years 1658 and 1672 were kept; or if the minutes were made, they were not kept in book form. It was in the 7th month of this year that "It was ordered y't Will'm Newland buy a book for friends use and truths service." Edward Perry appears to be the clerk, and his hand-writing in these minutes very creditable.

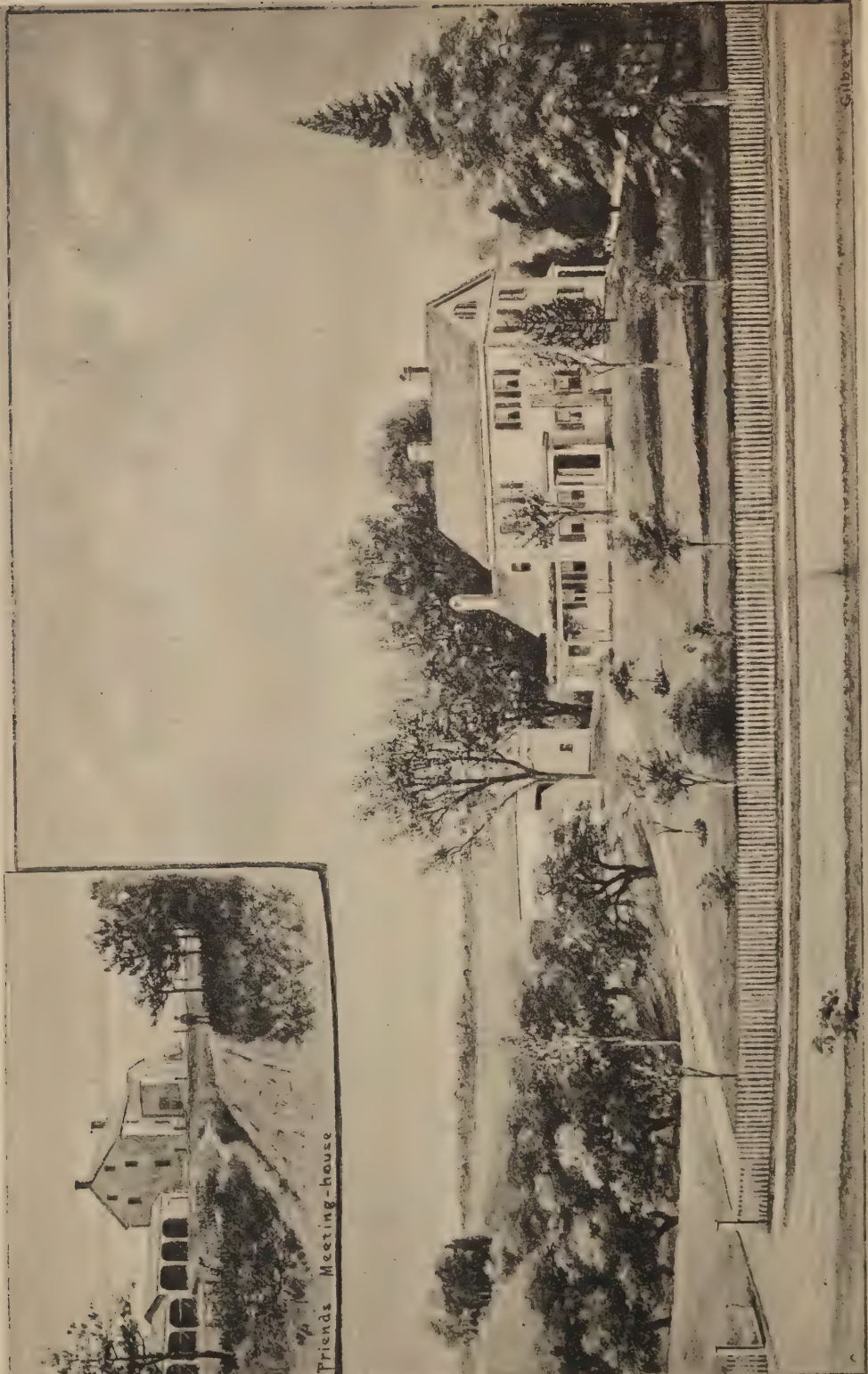
It may be that Edward Perry was earliest in the annals of Sandwich authorship. His published religious writings bear date between the years 1676 and 1690, and titles like the following:—"A Warning to New England"; "To the Court of Plimouth, this is the Word of the Lord"; "A Testimony concerning the Light"; "Concerning True Repentance," etc. He died in 1694. We are not aware that more than one copy of any of his writings remain in print.

The second entry for 4th mo. contains an appointment of John Stubs and Robert Harper to know and report the reasons why Peter Gaunt "absents from friends' meettings." His answer reported next month was: "That he doth not know any true publick vissible worship in ye world." This was the same answer which he had given sixteen years before to the Plymouth court, before any of the Quaker name had arrived in Sandwich. For we read that Peter Gaunt being called upon by the court to answer for not frequenting the public worship of God, affirmed that he "knew no public *visible* worship"; and Ralph Allen, whose seven children were among the first to join Friends, took similar ground. The answer of another who had been likewise waited upon by a committee the same month, "forasmuch as he was once convinced of the truth," was "That his ground and reason was knowne unto himselfe and he was not willing yt it should goe any further at present." Next month his answer was "much as it was before: or as a man Gon from truth." And we find this same delinquent patiently dealt with even for two years; for his answer in 1674 was, "That he could not come amongst us till the power did make him or work it in him." In 1673 the answer of William Allen's brother was, "That he was not so convinced as they might think he was." But in process of time some of these and similar cases were restored to attendance of meetings. Even Peter Gaunt was fined more than once for attending them.

The following curious minute has been handed down as issued by Sandwich monthly meeting in one of its occasional sittings at Falmouth: "20th of the 9th mo., 1688. It is concluded that the Friends appointed in every particular meeting shall give notice publicly in the



Friends Meeting-house



Gilbert

LATE RESIDENCE OF NEWELL HOXIE,

Sandwich, Mass.

meeting that cross-pockets before men's coats, side-slopes, broad hems on cravats, and over-full skirted coats are not allowed by Friends."

In 1688 a clergyman by the name of Pierpont, of Roxbury, who on invitation preached at times in Sandwich, records in his diary:—"I had inclined to go to Sandwich, first, because I saw there was an opportunity to do service for Christ in that place; second, the generality of the people, except Quakers, were desirous of my coming amongst them; third, the young men of the place were in danger of being drawn away by the Quakers, if a minister were not speedily settled among them."—During the preceding pastorate mention is found of one man, "a member of the church, proselyted to the Quakers by one John Stubbs." In 1696 the town assigned a salary of £80 to Roland Cotton as pastor of the church, "provided he shall remit yearly the proportion of all those neighbors generally called Quakers." And yet, by a monthly meeting's minute of 3d mo., 1712, it is recorded that John Wing and Daniel Allen "gave account that they had found out the proportion between Priest Rate and Town and County, and the Priest part, which Friends cannot pay, is near one half, lacking one half of one third of the whole."

Of a history of the Friends' meeting houses in Sandwich, we have materials for a concise account. In the 7th month, 1672, the monthly meeting is recorded as "held at our meeting house." In 1674, 4th mo., the meeting house is spoken of as enlarged; and five years after, a record is made of finishing the meeting house. In 1694, according to the town's record, "The town did give to those of their neighbors called Quakers half an acre of ground for a burial place* on the hill above the Canoe swamp between the ways." In 1703-4, First mo., a quarterly meeting's committee was instructed to pitch upon a place to set the *new* meeting house; and in the 3d mo. it was concluded to get a new meeting house. In 1704, 1st mo., Robert Harper was appointed to build a new meeting house for £111, "except the glass, plastering, and ground-pinning." One was to get the shells for lime, another wood, another stone, and "Lodowick Hoxie to Diet the carpenters for his share." In 1709 it was proposed to build "a small meeting house"; and the next year £6, 12½s. were subscribed to build a stable. In 1723, £28, 5s. were subscribed "to enlarge the *small* meeting house, underpin the large meeting house, and build a shed." The work was done by Joseph Show. In 1740 it was concluded to hold a preparative meeting in Sandwich; and in 1745 the preparative meeting purchase "the remainder of the gore of land, about one and one-fourth acres, near the meeting house for a cemetery which is near the old one." In 1757 it is ordered to "add 16 feet front, width and height the same, to the *great* meeting-house." Apparently after this date women

* Now enclosed by an iron railing, near the southwest corner of Roland Fish's house.

Friends begin to hold a preparative meeting like the men Friends. In 1793, 11th mo., measures were taken to build a porch to the meeting house.

The third meeting house, 48 by 36 feet in size, now in use, was built in 1810 on the site of the first, costing two thousand dollars. Sandwich Friends at first gave \$723 toward it, Falmouth \$24, Yarmouth \$120. The old meeting house was sold for one hundred dollars. In 1822 the remaining amount of the cost, principal and interest, was paid over to the quarterly meeting's treasurer.

In 1715 Benjamin Holme, an English minister traveling in religious service, records in his journal that he "went to the yearly meeting at Sandwich, where one Samuel Osbourne, a schoolmaster, made some opposition." This resulted in a pretty extensive setting forth of Friends' views on the Scriptures and on perseverance in grace.

In 1770 a voluntary payment was made by the Friends' meeting to relieve "the charge the town had been at on account of a poor woman belonging to said Meeting." It has been the rule with the Society to maintain their own destitute members without recourse to the town's provision for the poor. Also when ministers, with the approval of their proper meeting, are traveling in religious service, to provide for their expenses from place to place, if their circumstances require it. As far back as 1677 we find by a monthly meeting's minute that *horses* were to be provided for "Travelling Friends" at the meeting's expense.

In the conducting of these monthly meetings which appear so prominently in the regulation of church affairs among Friends, the only officer known is the one who sits as clerk of the meeting. Under the profession that "Christ is head over all things to his church," and accordingly the mind of Christ is devoutly to be referred to and waited for in deciding church affairs, Friends have presumed to name no other presidency than his over their monthly or other meetings for discipline; but they simply appoint a clerk to record the sense of the meeting when that is ascertained. This "sense of the meeting," it is trusted, is the product of the judgment of truth, or witness of Christ's spirit, which individual members, when apprehending they have a sense thereof on any question, announce as his or her view of the case. And the clerk, without taking a vote or any reference to majorities, is to gather and record what appears the prevailing judgment of truth as expressed by the members. The Head of the church is majority enough, though he find expression through but one voice. This conduct of Christian church government throws great spiritual responsibility on them that sit in judgment, to whom Christ is promised to be "a spirit of judgment"; and will largely be admitted to be consistent with the true theory for a pure church. But for a church,

though not pure yet prevailingly sincere, this principle has been found, while helping to make it more pure, to work at least as harmoniously, peaceably and satisfactorily as the more human modes of moderatorship elsewhere resorted to in deliberative bodies.

The clerks of Sandwich monthly meeting who appear to have resided in Sandwich, have been, so far as can be gathered from the records: Edward Perry, serving 1672-94; another not named, 1694-1709; Edward Perry, jr., 1709-12; then three unnamed clerks, serving respectively 1712-19, 1719-20, 1720-22; Humphrey Wady, 1722-42; Daniel Wing, 1743-45; Seth Hiller, ———; Samuel Wing and Daniel Wing, 1755; Timothy Davis, 1755-65; Nicholas Davis, 1765; Ebenezer Allen, to 2d mo., 1786; Jeremiah Austin, 1787-90; Obadiah Davis, 1790-95; Stephen Wing, 1795-6; John Wing, 1801-10. The other clerks* were, at the time of their service, residents of Falmouth, except Richard Delino (1765 and 1786-7) of Rochester, and David K. Akin of Yarmouth, (1849-61).

Doubtless there were not a few ministers in the Sandwich meeting from the first. But the list of those recorded does not begin till the year 1789, when we find Anna Allen and Samuel Bowman acknowledged; Benjamin Percival, 1808; Anna D. Wing, 1838; David Dudley, who moved hither from Maine in 1838; Newell Hoxie, 1846; Mercy K. Wing, 1851; Presbury Wing, 1852; Elizabeth C. Wing, 1862; Hannah S. Wing, 1883.

"The principle was from the first recognized by George Fox and his brethren, that the true call and qualification of ministers can be received only from the great Head of the church Himself, and that the church has only to judge of the *reality* of the call, and to watch over, encourage, and advise those who are entrusted with such gift. Even the recognition of ministers, as such, in the Society was of an indirect and informal character for many years after its establishment. Those who spoke frequently and acceptably were asked to occupy a raised seat, facing the body; but then, as now, this was adopted as a matter of convenience, not of ecclesiastical distinction or superiority. Before long it was found needful to give certificates of membership to those who removed from one meeting to another; and about the same time a necessity was felt for giving similar credentials to those who left their homes to travel in the service of the gospel. But more than one hundred years had elapsed before formal recognition was adopted. But from mention in various journals we find the number was large."

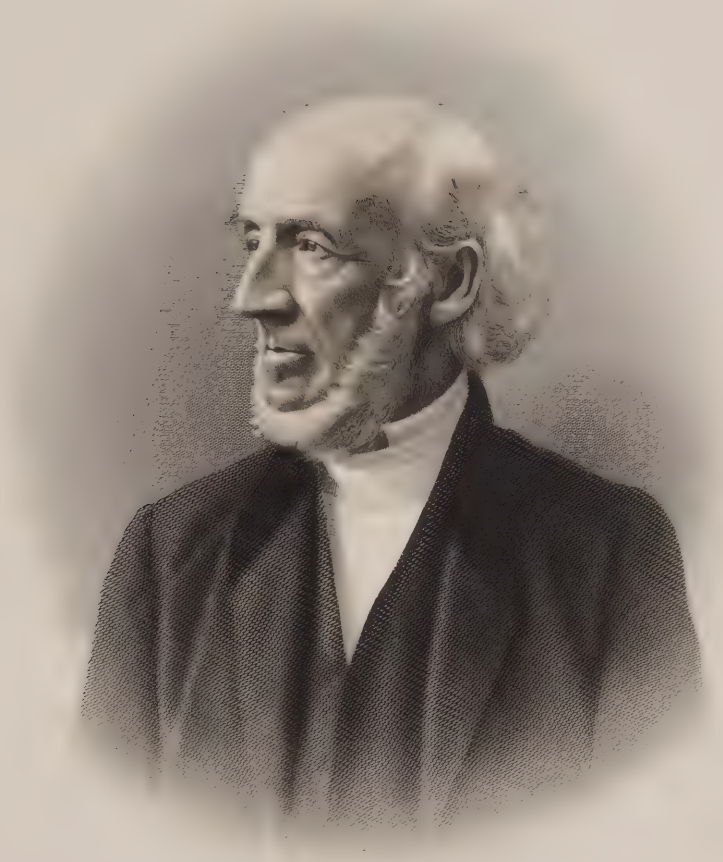
We found in 1658, almost in the first year of this religious Society

* The Sandwich women who have been monthly meeting clerks in recent times, were: Mary R. Wing, 1850-51; Elizabeth C. Wing, 1851-2 and 1856-69; Rebecca D. Ewer, 1876-83 and 1885-87; Lucy S. Hoxie, 1863-85 and 1887 to present time.

in Sandwich, eighteen families professing to be its adherents. In 1769 a committee of the town report that there are sixty families of Friends or Quakers whose rates are not available for the support of the ministry. Now, in 1890, most of the younger natives of the Sandwich membership are dispersed throughout the country to gain a livelihood, or have joined other associations; leaving fragments of about *eleven* families remaining, the present membership numbering 40 individuals. But the purity of a principle cannot fairly be tested by the number of its human adherents. The world will love its own; and a Society supposed to represent spirituality or self-denial, cannot easily be popular. Nor on the other hand, in the guise of an imitator, could it be respected. By divine grace to be staunch to its special message, the Society was what it was. The same grace, uncompromisingly adhered to, alone is able to keep it from falling, and give vigor yet to shake itself from the dust of the earth.

NEWELL HOXIE, the youngest child of Joseph and Deborah (Wing) Hoxie, was born in East Sandwich in 1803. In 1842 he married Rebecca Chipman, of Sandwich. Both will be remembered by many as successful teachers of schools in Dennis, Barnstable, and Sandwich. Both were marked by mental endowments, literary interest, and deep thoughtfulness of no common order. With the exception of eighteen years passed in West Falmouth, he was a resident of Sandwich all his life. The impress which his life has made upon the character of the western portion of the county in these two neighborhoods of his residence, has been chiefly as a leading member of the Society of Friends. In intimate knowledge of its history he stood confessedly foremost, and in the maintenance of its original principles he was devoutly concerned. Perhaps no member of that Society in Sandwich monthly meeting (which includes Falmouth and Yarmouth) has for a longer period been prominent in its counsels, or more uniformly deferred to in the conservative shaping of its course. His influence was also largely respected in the counsels of New England Yearly Meeting at large. A minister in that Society for thirty-eight years, he often visited during this time the Friends' meetings of New England, and twice those of Nova Scotia and New Brunswick. He died in 1884, aged 80 years. With him has departed an invaluable fund of information, which cannot now be replaced, relating not only to the history of his religious Society, but to that of his native county and its families.

THE SOCIETY IN YARMOUTH.—The community of Friends at Bass River has so long given character to the neat and peaceful village of South Yarmouth, that it is still familiarly known as "Quaker village." But it was over the river, in South Dennis, where their first meeting house stood.



Fewell Rogers

So free from molestation were the first Friends' families in this neighborhood, that no ripple in the current of history appears to have been produced by their presence here, sufficient to leave a trace of the time of their first settlement. John Wing, from Sandwich, in 1659, was building a house in the Yarmouth jurisdiction; a John Dillingham, from Sandwich, early became a landholder in Dennis and Brewster, residing near Bound Brook. It was in his house and Henry Jones' that the first Friends' meetings of which we have record were held, as appears by the following minute,—which seems to relate to bi-monthly meetings for discipline or society business, rather than their probably much more frequent meetings for divine worship. If their Sandwich neighbors early began holding at least three meetings a week,—two on week-days besides First-day,—the kind of conviction which produced Friends in that day must in Yarmouth also have brought them together for worship as often as once a week:—

“At our Mens Meeting at William Allens first day of the 2 mo. 1681. —At this meeting it was ordered concerning the setting of the meetings at Yarmouth. Whereas it was ordered to be kept upon the first day of the week in every other mo. It is now ordered at the 6th day of the week in every other month and the meeting to be kept at Henry Jones his house. The next to be kept at John Dillingham's and so continue to be kept at those two houses, and the first meeting to be at John Dillingham's which will be the 2d Sixth-day of the week in the next 3d month.”

In 1683 a “monthly meeting” at Yarmouth is spoken of in the Sandwich minutes. This may have been one of the occasional sittings of Sandwich monthly meeting there, such as were sometimes held also at Falmouth, before the present division of sessions between the three towns became settled.

In 1697 the town ordered “that the Quakers be rated for the support of the ministry, but that the tax be made so much larger that Mr. Cotton may have his full salary,”—probably without drawing on the Friends for their rate. And in 1717 an appropriation was made to build a meeting house for the town,—“the Quakers to be exempted from the charge.” Also it was “voted that such of our inhabitants as are professed Quakers be freed from paying the minister's rate.”

In 1703 a committee is sent to urge Yarmouth and Falmouth Friends to attend the monthly meetings more faithfully.

In 1709, 1st mo., Yarmouth Friends requested liberty of Sandwich monthly meeting to hold a preparative meeting. In 11th mo. a “Man's meeting” at John Wing's is mentioned; and 1st mo., 1710, one at John Dillingham's. As the same request to hold a preparative meeting was made one hundred years later, it would seem that the first was unsuccessful. It is the opinion of an aged Friend, judging

from memory, that the preparative meeting at Yarmouth was established about the time when the present meeting house was built, in 1809. Another, of venerable age, Ezra Kelley of New Bedford, who attended meeting in the old house, believes it was not established till some years after.

In 1710 it was proposed that Sandwich monthly meeting hold a monthly meeting at Yarmouth and one at Falmouth; which was allowed for Falmouth, but naught appears as regards Yarmouth.

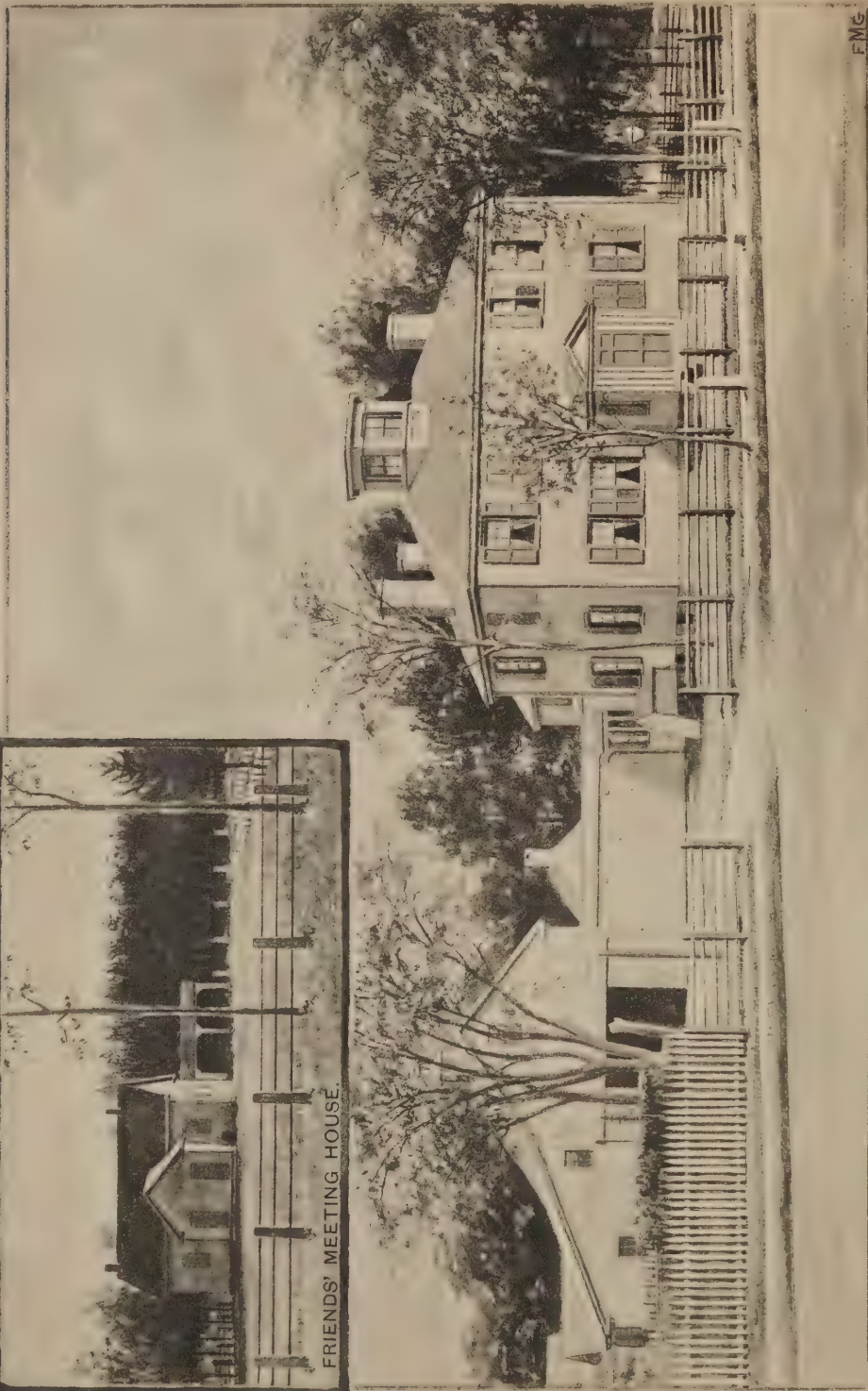
The meeting house in Dennis was probably built about the year 1714, as the date is estimated by so careful an authority as Newell Hoxie. Mention of the house, however, does not appear in the monthly meeting minutes, until 1720.

In 1717 John Wing was appointed to inform Yarmouth Friends that if they did not attend monthly meeting better, they would be turned over to the quarterly meeting. They promised to do better. For the past fifty years, at least, no such complaint, considering their numbers, could be made of Yarmouth members; some of whom have been among the most steadfast in keeping up the attendance of the monthly meetings. And they have made the attendance at Yarmouth, whenever the monthly meeting is held there, so very attractive by their hospitality as to need no committee to enforce attendance from Sandwich and Falmouth. Yet no longer do the wild deer of the Waquoit woods, the forest of the Mashpee Indians, the sober villages of Cotuit, Centreville, Marston's Mills, Hyannis, and South Sea, view the quaint procession of Quaker carriages wending their way of thirty miles through the sands of summer or the snows of winter, between Falmouth and Bass river, to attend the monthly meetings. No longer does Cotuit behold them halting at Hinckley's or Heman Crocker's, as a half-way house, for a dinner and a "nooning"; or returning the day after the meeting in the same deliberate style, satisfied with the social privileges of Quakerism, and stronger for the next month's battle of life. The railroad has undone all this, and robbed these monthly meeting excursions of time for that social commingling of neighborhood with neighborhood, which, in the days when they carried their boys and girls to monthly meetings, helped to hold the rising generation to the Society.

The old meeting house in Dennis had stood for about fifty years, when in 1765 Yarmouth Friends request liberty to repair it, or rebuild. Permission was granted, and John Kelley and Hattil Kelley were appointed to attend to it. Timber was bought to repair it, and Falmouth and Sandwich contribute money for the cost. It was found that to repair the house where it stood would make a difficulty. Committees come and go, until in 1768 some one, probably the contractor, fails, the monthly meeting gives him the lumber, and that ends the project.



FRIENDS' MEETING HOUSE.



F.M.C.

THE LATE RESIDENCE OF DAVID K. AKIN,
South Yarmouth, Mass.

Nineteen years after, however, the meeting house was repaired. A writer is quoted by Freeman, who says of this building, that there was in 1795 in Dennis "a small Friends', or Quaker, meeting house, situated on the east side of Follen's pond; at this five families belonging to the town attended, with others from Yarmouth and Harwich."

In 1807 liberty was given to move the Dennis meeting house over to the west side of the river, near Seth Kelley's, in South Yarmouth. In 1808, 6th mo., David Kelley gave half an acre for a lot of ground for the *new* meeting house, which it had been decided to build. In 12th mo. it had cost \$864. Yarmouth paid one half, Sandwich and Falmouth gave \$161, and the quarterly meeting \$271. Accordingly Friends' meetings began in the new house early in 1809; and next year the old Dennis meeting house "was sold to Lot Sears, torn down, put on a raft, floated down the river to a place about a mile below where the Friend's village then was, and was built up into a dwelling-house" which may yet be standing. The money received from the sale of the old house was laid out in painting and shutters for the new house. The old Friends' burial lot at Dennis is now surrounded by woods and overgrown with shrubbery. There was formerly a post-and-rail fence surrounding it, which having gone to decay, Ezra Kelley has had a neat board fence put up, and the graves of four of his ancestors marked by simple white stones.

In 2d mo., 1810, Yarmouth Friends request a mid-week meeting; and the next year they ask to hold a preparative meeting, and to have two sittings of the monthly meeting each year in their house. They continue thus to be held.

In 1815 Yarmouth Friends, by consent of the monthly meeting, commenced holding two meetings for worship on First-day of the week. At length the two meetings a day were confined to the summer season. But for the past fifteen years, nearly, there has been but one Friends' meeting on the First-day of the week, besides the regular mid-week meeting on Fifth-day.

Prior to 1819 we are at a loss to know who of the members of the Yarmouth meeting were ministers; except one Joshua Weekson, who in 1731 is mentioned as a "public Friend." "Our meetings in the old house," says Ezra Kelley, "and for some years in the new, were usually silent, except when visited by ministering Friends from away. We did occasionally hear a few words from Abby Crowell (formerly Kelley) but had no approved ministry before Russell Davis." About 1819 Russell Davis moved from New Bedford to South Yarmouth, having a remarkable gift in the ministry of discerning and addressing the states of individuals and meetings. With but little human learning, and regarded as inferior in manner and appearance, he was often enabled, both in public and in private, to reveal to individuals their

thoughts and spiritual conditions, to their own astonishment. He became known as a true seer; and such was the general confidence in his declarations as being from the true source of authorized ministry, that the attendance of the South Yarmouth meeting grew in his day to its greatest number. He died in 1847, aged seventy-five years. The subsequent acknowledged ministers have been: Jacob H. Vining, whose residence here was contemporary with the oil-carpet manufactory which he conducted; Ruth H. Baker, acknowledged in 1843; and Elizabeth Stetson, 1889.

The religious concern represented by the meeting house near Georgetown, a short distance northward from the Friends' meeting house, is attributed to Friends, though having no official connection with the Society. In 1868 her Christian interest in the welfare of families of fishermen and others led Rose Kelley, the beloved daughter (now deceased) of David Kelley, with Rebeeca Wood (now Howes) to read the Bible to them in their homes, and at times to gather as many children as would assemble for instruction in the contents of the Scriptures. The attendance soon outgrew the capacity of any of the Georgetown houses, and encouraged David Kelley, in 1873, to build a plain, commodious building for the good of all who would assemble there rather than in one of the denominational houses for worship. One and another non-clerical laborer has been raised up to work in this mission, and a decided change for good has been wrought in many lives, and in the neighborhood. At the close of Friends' meetings, visiting ministers often repair to this house, as if in continuation of their service. The beloved elder still lives to acknowledge, in view of remarkable results which have followed, the reward of peace with which the erection of his building has been blessed.

There would be no easy stopping place were we to begin giving credit to the estimable lives of men and women among the South Yarmouth worthies. The memory of these just, though blessed in the scale of virtue, has only its invisible record. As to public note, the name which stands in the writer's memory as most conspicuous in the affairs of Yarmouth Friends forty years ago is that of Zeno Kelley. His most widely known successor in public prominence and esteem was the late David K. Akin, a sketch of whose life has been furnished by other hands as follows:

DAVID K. AKIN.—This valued citizen was born 1st mo. 5, 1799, and departed this life 8th mo., 23, 1887, at his homestead in South Yarmouth. Of his ancestry it is only known that a widowed lady named Akins came from Scotland to Dartmouth early in the last century, and from her two sons the name descended. Other branches of the name exist at Dartmouth and New Bedford, but Abiel, son of Thomas, was the first known in Yarmouth. Abiel Akin was born at Dartmouth and



David H. Allen —

came to South Yarmouth, where he married Catherine Kelley, 6th mo., 12, 1794. She was the sister of Zeno and Seth Kelley, the latter being the father of the present David Kelley. The children of the marriage were: Rebecca, Thomas, David K., Joseph, Seth K., Phœbe, and Catherine. The mother died, and Abiel for his second wife married Mary Wing of Sandwich.

David K. Akin, the third child, was married 6th mo. 23, 1824, to Rachel W. Peckham of Westport, Mass., who died 6th mo., 17, 1848, leaving her surviving, a husband and two children,—Hannah P., who married David Kelley and died 2d mo., 21, 1872, without issue; and Peleg P. Akin. This son is the only surviving male representative of this branch of the Akin family, also of his mother's family. He was born 6th mo., 30, 1832, and married Mary A. Leonard, who died without issue. He married 1st mo., 7, 1866, Rebecca B. Howes, and their only child, Mary L. Akin, resides with them.

David K. Akin learned clock-making and commenced for himself in this trade at South Yarmouth in his early married life. When the manufacture of salt became a leading industry he erected works which, although in decay, are now owned by his only son. He was an early merchant of South Yarmouth and with his brother, Thomas, conducted a store many years under the firm name of David K. Akin & Co. For years he was secretary of the first Marine Insurance Company of the town, and a director of the Barnstable County Fire Insurance Company, in which he succeeded Amos Otis in the presidency. He was director in the affairs of the Yarmouth National Bank, being elected to his fiftieth term the year he died, and was its president from 1871 to 1879. He was also one of the prime movers in the organization of the Bass River Savings Bank, of which he was a trustee. Other responsible positions he satisfactorily filled in his active life; but those civil relations which would absorb too much of his time, he declined. His generous nature induced him to serve a term as overseer of the poor, and he once served as a county commissioner with his republican contemporaries, Seth Crowell and John Doane.

He adhered to the faith of the Friends, and was a leading member and an elder, aiding greatly in its material and spiritual maintenance. He was a valued counsellor of the Representative Meeting of the Friends of New England, and for twelve years (1849-61) served as the clerk of the Sandwich monthly meeting. For his second wife he married, 10th mo., 5, 1849, Betsey Crowell, who died 1st mo., 18, 1881. To his social relations he was strongly attached. To his purity of life in all its phases his associates attest. He was liberal in his views, sympathetic and kind, and among the first in every good enterprise. He possessed physical strength, energy of character, and great moral courage; all of which, united with his generous nature and conscien-

tious consideration for the rights of others, rounds into a column purer and more lasting than marble.

THE SOCIETY IN FALMOUTH.—In our general survey, we have seen that Sandwich was the first town in America where a society of that people was established, and that this took place in 1657, only ten years after the rise of the Society in England.

Turning our eyes now three years later southward to the Succonesset shore, we are struck with the view that Quakerism appears an occasion of the first settlement of Falmouth*; and that, too, in the person of no less a character than Isaac Robinson himself, the son of that distinguished pastor of the Pilgrim fathers, John Robinson, whom on embarking in the *Mayflower* they left in charge of the church at Leyden. The Pastor Robinson having died in 1625, Isaac, his son, came over in 1631. In 1639 he removed from Scituate to Barnstable. For twenty years he was a highly respected citizen there, being deemed “an excellent and sensible man”; and was some time in the service of the government. In the year 1659, as we are informed in Cogswell’s historical sketch in the Barnstable County Atlas, “the General Court of Plymouth by special order permitted Robinson and three others to frequent the Quaker meetings ‘to endeavor to seduce them from the error of their ways.’ But the reverse effect followed. Robinson became a sympathizer with the Quakers, and June 6, 1660, a year less one day, he was pronounced a manifest opposer of the laws.” In the statement of another we read: “Instead of convincing the Quakers he became self-convicted, embraced many of their doctrines, and consequently rendered himself so obnoxious that he was dismissed from civil employment and exposed to much censure and some indignity.”

This was enough to make Isaac Robinson, now ostracised as a Quaker, feel no longer at home in Barnstable, and incline to seek a new residence. Thirteen other men with their families, and probably having religious toleration as their bond of sympathy, accompany him in boats on Vineyard sound, and sail westward, till they find at Succonesset satisfactory land and a fresh pond, which determine them to settle there. The first house built in the town was Isaac Robin-

*The opinion of Charles W. Jenkins, in his lectures on the history of Falmouth, is confirmatory of this view. He says: “One of the first and leading settlers was Isaac Robinson; and what were the lessons he had learned from his Puritan father? They were the following: ‘Follow no man any farther than he follows the Lord Jesus Christ.’ ‘I am confident God has yet much truth to break forth from His holy word; and follow the truth whenever and by whomsoever taught.’ These lessons of the pious, catholic, and learned Robinson were not lost on the son; and when persecution in the New World lifted its arm, he was the first who dared openly to avert the blow. For this he sacrificed the favors of the government, and it was this that led him and his associates, who probably sympathized with him, to commence a new settlement at this place.”

son's. He lived in continued good esteem to the venerable age of ninety-three; but appears, after keeping "an ordinary at Saconeset for the entertainment of strangers" to have moved before the year 1673 to Martha's Vineyard (where it had been his intention to sail when he left Barnstable), and to be residing there in 1701. He was proprietors' clerk at Tisbury in 1673, and 1678-84 was selectman.

It is not known how soon actual members of the Society followed their forerunner, Isaac Robinson, into Succoneset, or Falmouth. But the prominence and undenied influence possessed in his new colony by their former champion, doubtless early turned the eyes of some Friends to Succoneset as a safe abiding place for themselves also. In his lectures on early Falmouth history, Charles W. Jenkins thinks it probable that the "first founders of the Society of Friends in this town arrived about six years after the first settlers, and that William Gifford and Robert Harper were of this number, and that their meeting at West Falmouth was established about 1685. Probably Isaac Robinson, jr., a son of the first settler, joined this meeting,—he settled at West Falmouth,—and Isaac Robinson is one of the first names to be found on the records of that Society."

This Robert Harper, who afterward, in 1685, took up lands in the eastern part of the township, had been a prominent sufferer in Sandwich from the first rise of the Society there. In 1659 he was sentenced in Boston to fifteen stripes, also suffered imprisonment there; and his fines in Sandwich (for not swearing, etc.) are recorded* as amounting to £44; namely, "all the cattle he had, his house and land"; leaving him and his family "one cow, which was so poor that she was ready to dye." Robert Harper was one of the four Friends, who, when William Leddra, the last of the four Friends thus executed, was hanged on Boston common, and his body was cut down, as says the chronicler,† "attended the fall of it; and heaving catch'd it in their Arms laid it on the Ground, until your Murtherer had stripped it of the cloaths; who, when he had so done, confesst he was a comely Man."

Freeman says that in 1668 William Gifford, Thomas Lewis and John Jenkins became inhabitants of Succoneset. William Gifford's fines in Sandwich, in 1658 and '59, had been fifteen head of Cattle, "half a Horse" and "half a Swine"—all amounting to £57,19s. "For no other cause," as says George Bishop, "but for Meeting with the People of the Lord; and for that in Conscience to the Command of Christ, he could not Swear."

In the oldest existing book of minutes of Friends' monthly meeting held at Sandwich, the earliest entry being for 25th of 4th mo, 1672, we find Robert Harper (then of Succoneset) among the first to be em-

*New Eng. Judged, p. 185.

†Id., p. 331.

ployed on committees for services requiring tact and good judgment. Two months later, William Gifford is one of two named to speak to Thomas Johnson, also of Succonesset, "to know how it is with him in respect of his outward condition." And the care of the meeting month after month for the guardianship and relief of Thomas Johnson's family, makes interesting reading. Before leaving Sandwich to take up land in Succonesset he had had his house and land seized by the marshal for fines.

The following has been preserved as the record of a monthly meeting held at Falmouth the 2d day of 11th mo., 1673: "Friends having met together in the fear of the Lord, found all things well and in order, and so departed in love, giving God the glory, who is blessed forever."

In 1678 lands were laid out at Oyster pond; also at Hog island and Great Sipperwisset "where the early settlers were William Gifford, Senior; William Gifford, Jr.; John Weeks, and William Weeks." This is the first recorded beginning of the settlement at West Falmouth, and Quaker names head the list,—William Gifford, sr., having become an inhabitant of Succonesset ten years before. He was evidently a prominent character, and employed in useful services in town as well as in Society affairs.

In 1681, 2d month, the monthly meeting at Sandwich ordered that a meeting (probably a session of the monthly meeting) be held "at Joseph Hull's at Suckonessett, the last 6th day in 3d mo. next." Like Robert Harper, Joseph Hull afterward took up lands in the eastern part of the township. This Joseph Hull is traced, in notes left by Newell Hoxie, as a son of Joseph Hull who came from Weymouth to Barnstable in 1639, and in 1641 went to Yarmouth to preach without approbation of his brethren, and was excommunicated. Afterward he made satisfaction and was restored. "His son Joseph moved to Falmouth and bought of Zach. Perkins the estate which Zach. bought of William Weeks, sen., for £105 in 1678. His uncle, Tristum Hull, who moved to Newport, was father to John, captain of the first packet to England, and from him came Commodore Hull." Tristum Hull was blamed by the Plymouth authorities for bringing the persecuted Nicholas Upshal to Sandwich, and was ordered to "carry him out of the government." It appears that Newport became the home of both.

In 1682 a meeting,—probably another transferred sitting of the monthly meeting,—was ordered to be held at William Gifford's at Sipperwisset (West Falmouth) the 20th of the month and 6th day of the week. In 1683 Robert Harper informed that Friends at Succonesset desired that Friends might have meetings among them. And in the 8th month a meeting was appointed to be held at Succonesset the

16th of this month, 3d day of the week. Of such occasional monthly meetings held at Falmouth, and sometimes at Yarmouth, there is no record of the business.

In 1685, by a minute of the monthly meeting, "Friends of Suckonessett were encouraged to meet together." This may be regarded as the date of the official establishment of the Friends' meeting in West Falmouth; though no doubt, according to their principles, they had been regularly holding meetings for worship from the time when but "two or three" began to reside here. Before moving from Sandwich to Falmouth, Cudworth says of them: "They meet ordinarily *twice* in a week *besides the Lord's day*." Since worship in spirit and in truth cannot, in the Friends' view, be treated as if dependent on the services of a minister, or hearing of words, their meetings for that purpose must have been the earliest regularly held in the township. Though the town voted land in 1687 for the support of any who might be found fit to "teach the good word of God" in Falmouth, it was not until 1701 that Samuel Shiverick was settled upon as the town minister.

The relations between these first two churches which grew up side by side in Falmouth—the Congregationalist and the Friends'—seem to have been amicable or mutually tolerant, from the first. The leading pioneer or first settler of the town, Isaac Robinson, seems to have been a representative of both societies in his own person.* The thirteen families who joined him in the Falmouth colony were no doubt in sympathy with his spirit. Though all were Congregationalists, so as early to identify that church with the town government, they started the town on its general course of giving fair play to the Quaker refugees from the rigors of the Plymouth rule. There are traditions that Friends were made to suffer even here by orders from Plymouth,—for instance that Daniel Butler "was tied to a cart and whipped through the town." But leaving tradition for history, the records of the town contain an application from the "persecuted Quaker Daniel Butler" to the town, to be released from liabilities to the minister on account of his being a Friend. The request was granted, thus showing, as Jenkins observes, "that if Butler was persecuted it was not the result of town action." "There are many instances recorded," says the same author, "where individuals made it to appear that they had conscientious scruples on this subject [of paid ministry] and their tax was promptly remitted. . . . It is to be hoped that our worthy

* "Our habit of toleration began with Isaac Robinson in 1660, who with his father, the Leyden minister was taught 'to follow truth whenever and by whomsoever taught.' Intercourse with the Quakers had undoubtedly much to do with the liberal and tolerant ways of the community. This liberality and humane disposition is seen in the just treatment of Indians, with whom Falmouth was always on the kindest terms."—*John L. Swift* (Falmouth Bi-centennial Oration).

neighbors of this sect, when thinking of the cruel persecutions of the Quakers, will not forget these acts of liberality on the part of the good people of this town."

In 1688 lands in Falmouth were laid out to Thomas Bowerman. In 1705 a Thomas Bowman (whether the same Friend or not, it is not clear) appears on the monthly meeting record as being in prison for priest's rate, and Friends send him a bed and bedding. As Friends could not contribute to a paid ministry in the form of taxes or otherwise, neither could they vote with their fellow-townsmen for the supporting of a stated minister. In 1731, the following voters, being members of the Society of Friends, dissented from a call to Samuel Palmer to serve as the town's minister with a stated support: Stephen Harper, Benjamin Swift, Richard Landers, Samuel Bowerman, Thomas Bowerman, jr., Amos Landers, Justus Gifford, John Landers, Thomas Bowerman, William Gifford, sr., William Gifford, Seth Gifford, and William Gifford, younger. But the record states that "in November the town voted £170 for Mr. Palmer's settlement and salary—to clear the Quakers."

In 1703 Falmouth Friends are so remiss in attending the monthly meeting that it appoints a committee to look after them;—likewise Yarmouth.

In 1709 the monthly meeting held at Sandwich conferred the powers of a meeting for discipline, or preparative meeting, upon that held in Falmouth; and the next year a monthly meeting for Falmouth was proposed. Sometimes when no business appeared in the Falmouth preparative meeting to report up to the monthly meeting, it is stated that "Friends sent their love."

The need of a regular meeting house, for a better accommodation of public worship than private houses could afford, soon began to find expression. In 1717 Richard Landers was appointed by the monthly meeting to dig graves for Friends in Falmouth; and at the next monthly meeting those who had promised to pay money for fencing the burying ground were requested to bring it to him. This grave yard, though now grown up with trees, may still be found in the woods eastward of the houses at present occupied by Judah Bowman, or Maria F. Hamblin. Traces of the stone wall which in 1730 John Landers and Stephen Bowman were appointed to build about the burial ground are still to be discerned; but all marks of the graves are obliterated, except such rude natural stones as might be found by digging. Here were the remains of West Falmouth Friends generally buried, until the second grave-yard surrounding the present meeting house facing the new road below, was laid out.

The main road to Falmouth village lay between the first burying ground and the first Friends' meeting house; and that road may still

be traced in places in the woods for a mile or two. The ground over which the first Friends' meeting house stood is marked at its central spot by a stone post, chiseled with the figures "1720," and erected by the late Daniel Swift and others. The building, which was begun in the year 1720, was thirty feet square on the ground, and one story high, having a "hopper roof,"—that is, coming to a point like a pyramid. On meeting days in cold weather an attempt was made to warm the room, or at least some of the worshippers' feet, by a large pot of charcoal standing on the ground or floor in the middle of the room. For the escape of the fumes, an opening was made in the roof. Meetings were regularly held here for fifty years. Of all the Friends traveling in the ministry who preached in this house, Samuel Fothergill, from England, seems remembered as the most eminent.

The building of this meeting house was authorized by the following minutes of Sandwich monthly meeting: "At our monthly meeting, at our meeting house in Sandwich the 2d of the 7th month, 1720, were the several weekly meetings belonging to the same, called on: For Sandwich John Wing and Edward Perry present, for Falmouth Richard Landers and Stephen Harper present, for Yarmouth none appears. At this meeting it is agreed and concluded that there be a meeting house built at Falmouth, and Friends subscribed towards the building of it as follows:

£ sh.	£ sh.	£ sh.
Ebenezer Wing..... 1 0	Gidian Hoxie..... 1 0	Stephen Bowerman.. 2 0
Benjamin Allen..... 10	Nicolas Davis.... 10	Isaac Robinson*..... 3 0
Edward Perry..... 1 0	Richard Landers.... 6 0	John Robinson..... 1 0
Obediah Butler..... 1 10	Thomas Bowerman.. 3 0	Peter Robinson..... 1 0
Gershom Gifford..... 1 0	Stephen Harper... 5 0	William Gifford. 2 0
John Strobridge..... 10	Joseph Landers..... 3 0	Benjamin Swift..... 3 0
Joshah Wing.... 10	Benjamin Bowerman. 2 0	John Wing..... 2 0
Joseph Hollway..... 10	Justes Gifford..... 2 0	Daniel Allen. 1 0
Total.....44 pounds."		

The first ten names on this subscription list appear to be those of residents in Sandwich; and the remaining fourteen, beginning with Richard Landers, residents of Falmouth. Accordingly Falmouth Friends subscribed thirty-six pounds toward the building of their own meeting house, and Sandwich Friends eight pounds. Considering the much larger value of money in those days than its purchasing power now, and the hard work to obtain it by farming, the subscription was a generous one. Sandwich monthly meeting had a few years before liberally responded to a call to help build meeting houses in Salem and in Boston.

It does not appear how long a time was taken in bringing the build-

* If this Isaac Robinson was the son of the original settler, he was then at least seventy-eight years of age; if the grandson, he was fifty-one.

ing to completion. We read that at the monthly meeting held at Falmouth, 6th mo., 1722, Ebenezer Wing was appointed to gather the money contributed by Sandwich Friends toward building a meeting house in Falmouth, and bring whatever he received to the next monthly meeting; and at the next monthly meeting held at Sandwich in 7th mo., he turned in £9, 1s., 6d., which he had collected. And the first meeting *recorded* as held in Falmouth meeting house was 2d day, the 6th month, 1725.

Whether Benjamin Swift, whose name appears among the subscribers, was then a member, or his wife, who was a member, was subscribed for in his name, is not clear. But Daniel Swift, a beloved and venerable Friend who died in 1879, desired the writer to preserve for future memory, along with some of the information above given; that Benjamin Swift, being formerly a staunch Congregationalist, persisted in regularly attending his own meeting in Falmouth village, even when on extraordinary occasions his wife was anxious to have him go to meeting with her. At length one First-day morning, having informed him that two ministers from abroad were to be at Friends' meeting, she went her usual way. But while sitting in the meeting, she was surprised to see her husband hitching his horse at a fence, coming up toward the house, and taking his seat among the rest. He never attended the meeting at town afterward, but went regularly with his wife, and in due time joined the Friends. Benjamin Swift served as the monthly meeting's clerk, the first from Falmouth, in the years 1745-47. His grave was the first in the new, or present burial ground, and is to be seen beside his good wife's at the northwest corner of the original portion.

In 1731 a stable, sixteen feet square, was ordered to be built, to accommodate the horses of Friends coming to meetings. How long that building stood has not been learned. But one of apparently larger size gave place to the present commodious sheds, which were completed in 1861. Stephen Dillingham offered to give the meeting one hundred dollars toward the proposed sheds, or if the meeting would raise \$175 by subscriptions, he would build the sheds. The latter offer was accepted. And Stephen Dillingham, in rendering to the Preparative meeting a report of his care, concluded by saying in substance: "I have done the best I could for the meeting's benefit. The sheds are finished, and offered to Friends; and I hope they will be of use to many, long after I am laid away." He died in 1872. Many marks and memories remain in West Falmouth, as reminders of his enterprise, public spirit, and sagacity in business. He was for 40 years postmaster. None but Friends (Gilbert R. Boyce, and now James E. Gifford) have succeeded him in the West Falmouth post-office.

In 1742 the monthly meeting complains of "a cowardly spirit about training"; that is, some members not having courage to maintain their testimony against war, by refusing to train.

In 1755 the women Friends of Falmouth requested a preparative meeting. The holding of a women's meeting for religious business separate from that of men Friends, and co-ordinate with it, has continued (developing in many women valuable traits of judgment), till within two or three years; when preparative meetings have been driven by the smallness of numbers attending, to avail themselves of the yearly meeting's permission to hold joint sessions.

The original "hopper-roof" meeting house on the hill-side knoll, which as a shelter for Friends in their often silent worship had stood for fifty years, was now in the year 1771 believed to have had its day.



FRIENDS' MEETING HOUSE, WEST FALMOUTH, BUILT 1842.

A new edifice, larger and more convenient, began to be built, facing the new public road below; and by the year 1775 the house appears to have been completed. An addition to it was made in the year 1794. This second meeting house stood for nearly seventy years, or until 1841, when it was decided to replace it by a new edifice.

The present, or third meeting house, under a contract made with Moses Swift, was built on the site of the second. The builder receiving the material of the former house to dispose of as his own, Zeno Kelly of South Yarmouth, persuaded that Moses Swift had an unfavorable bargain on his hands, endeavored to relieve him by buying the frame of the second meeting house; which he transported on a

vessel to South Yarmouth, where it lay under temporary cover on a wharf by Bass river for about a year, when it was utilized by being erected as the frame-work of David Kelley's present barn. There the heavy oak beams are still to be seen, staunch and sound, attesting the solid growth of the West Falmouth oaks of 1771. In 1842 the building committee acknowledge the receipt of \$202,—contributed for the new meeting house, and in the Seventh month of that year report that it is finished. Still well preserved, it bids fair to be longer-lived than either of its predecessors; but whether longer-lived than the meeting itself, will depend on the life of the people in the principles for which it was built.

Sandwich quarterly meeting began to hold its mid-summer session at Falmouth in 1779, where it continued to be held annually till 1792, when it was transferred to Nantucket and held there up to 1850. Thence it was returned to Falmouth, where it is still held every Seventh month by representatives and visitors from the Friends included in Barnstable, Bristol and Plymouth counties;—an occurrence still of interest, and formerly regarded in the neighborhood as an annual event of remarkable account.

Here as elsewhere Friends found it difficult, while their children were mingling indiscriminately with others in the public or district school, to train them according to the principles and testimonies which Friends had received to hold. At length, in 1831, the Friends in West Falmouth built by subscription a school house on the east side of the road opposite the northern portion of the burial-ground. The first school therein was held in the winter of 1831-2, the building not yet being plastered. Asa Wing, of Sandwich, is said to have been employed as the first teacher, and his name is held in honored memory by pupils who still survive him. It was regarded as a fine school, and it gave general satisfaction in the neighborhood. The prosperity of the schools held in that building at length waned with the decreasing interest of Friends in its original purpose; and especially while for several years the teachers employed also in the district school of the neighborhood were usually members of the society. At length the Friends' school house was removed by Edward G. Dillingham*, and made the body of the Lindley M. Wing house, where it now stands.

The real history of the Friends' meeting in Falmouth, adequately portrayed, would be biographical,—chiefly in the bringing to light of those obscure and hidden lives that appear but little in the records,

*Edward G. Dillingham removed from West Falmouth to Acushnet in 1855. His gift in the ministry being acknowledged by the society, he is still often seen and welcomed in his native place ministering the word—likewise in Sandwich and Yarmouth. As his frequent companion, the late Josiah Holmes, jr., of New Bedford, has long had familiar place in these meetings, and at funerals of members.

and less in the chief seats. The influence of some of these in their silent spheres, has been of the deepest and most far-reaching. As regards the prominent and well-remembered names, we forbear to begin the mention of them, knowing there is not room to do equal justice to all.

If, however, we may allude to the use made of members in public life,—James T. Dillingham was chosen in 1857 to serve as representative in the Massachusetts legislature, being the first of the three members of the Friends' Society in Falmouth who (since Isaac Robinson—probably the junior—and a Friend, who was deputy in 1691) have been elected to the general court. He served a few months, when he moved to Wisconsin, pursued a successful business career, and died in 1889. James E. Gifford served in the legislature in the years 1880 and 1881. By his efforts an act was passed in 1880 having the effect of giving to widows of intestate husbands leaving no children, real estate that may be left, up to \$5,000 in value;—an act highly commended by enlightened judges as in the direction of needed reform toward justice for women. Thus the Friends' principle of co-ordinating rather than subordinating woman in her church relations, having shown its tendency in public legislation, was learned in West Falmouth to some purpose. Meltiah Gifford (the younger) served in the legislature as representative in 1884, but died in the same year, much lamented in appreciation of his extended public usefulness in the town and especially in the services of the Society. He and James E. Gifford (the latter, for several years past, moderator of the town meetings) appear thus far the last of a series of selectmen in Falmouth who professed with Friends. Until recently it was the policy of managers in the town's affairs to have usually one Friend among the selectmen. In that office we recognize also the names of Thomas Bowerman, Richard Landers, Stephen Bowerman, Paul Swift, Prince Gifford, William Gifford, Daniel Swift, Barnabas Bowerman (who served twelve years), and Prince G. Moore (who served fourteen years), long respected not only as a veteran in the town's government, but as an example of uprightness and good judgment.

The list of preachers *recorded* as ministers in the Friends' meeting in Falmouth could not be traced back by the present writer farther than the year 1815,—though doubtless unrecorded ministers, or speakers in the meeting, have exercised their gifts from an early period. The names found, with dates of acknowledgment by the meeting, are as follows: Browning Swift, 1816; Susan Swift, 1818; Joshua Swift, 1827; William Gifford, 1827; John R. Davis, 1804 (he came from New Bedford monthly meeting); Huldah Gifford, 1829; Newell Hoxie (originally of Sandwich) 1846; Elizabeth Gifford, 1849;

Mary Hoag, 1851; Elizabeth G. Dillingham, 1851; Lois B. Gifford, 1867; Charity G. Dillingham (now Chace), 1867; Daniel Swift, 1870.

The clerks of Sandwich monthly meeting who were residents of Falmouth, are named as follows: Benjamin Swift, serving in the years 1745-47; Daniel Bowman, 1796-98 and 1810-11; Prince Gifford, 1798-1801; William Gifford, 1811-14 and 1817-23; Prince Gifford, jr., 1814-17; Daniel Swift, 1823-31; Stephen Dillingham, 1831-35; Newell Hoxie, 1835-49; Arnold Gifford, 1861-72; Meltiah Gifford, 1872-84; James E. Gifford, 1884 to the present time.

The only clerks of the women's monthly meeting, from Falmouth, since 1849, have been: Hepza Swift, 1849-'50 and 1852-1854; and Huldah Gifford, 1869-1876.

In the autumn of 1888, while on a visit from Worcester to his native place, Daniel Wheeler Swift, one of the sons of the late Daniel Swift of beloved memory, took very practical interest in improving the condition of the burial ground about the meeting house. By a subscription of three hundred dollars he set about starting a fund of one thousand dollars, the annual income of which is to be applied to keeping the grave yard in a neat condition. Considerably more than the one thousand dollars asked for was contributed by residents of the neighborhood—some of them not members of the meeting—and by several residing in different parts of the country, who have remembered with affection the scenes of their youth and the graves of their departed. The excess contributed has been applied to the leveling and renovating of the entire surface of the ground, removing most of the rough boulders used as head-stones, and distinguishing the graves by neater marks. The present year will probably complete this part of the work.

JOHN H. DILLINGHAM.—The publishers feel justified in giving place in this history of the West Falmouth Society, to some account of one of its sons, whose annual sojourn and interest in his native homestead and meeting still identifies him with the neighborhood.

John Hoag Dillingham, the son of Abram Dillingham* of West Falmouth and Lydia Beede Dillingham (daughter of John Hoag of

*Descent in the Dillingham name, which comes from Old English words *dealing* and *ham* (for *hamlet* or *village*) and was applied to a market-town in Cambridge county, Eng., is thus traced: Edward Dillingham, an original settler of Sandwich, had children Henry, John (who moved to Yarmouth, or Harwich), and Oseah (who married Stephen Wing, son of John who moved to Yarmouth). Henry had a son Edward, one of whose eight children Edward, jr., had six. One of these, Ignatius, who married Deborah Gifford, had eight children, the youngest of whom, Joseph, married Esther Rogers of Marsfield, whose children were Stephen, Reuben, Deborah, Mary, Elizabeth, Abram, and Edward G. Abram, the father of John, died 7th mo., 7, 1879. It is believed all the above were members of the Society of Friends, and apparently Ignatius' father Edward moved from Sandwich to Falmouth.



John H. Dillingham.

Centre Sandwich, N. H.) was born 6th mo., 1st, 1839. Of his three brothers, all younger, two died in childhood, and Moses B. next younger, died at home, aged 22, while a student of Exeter Academy, where he had nearly fitted for college. Life on a small farm, varied by three months' attendance of the district school in winter and three in summer, brought John to the age of 12, when he commenced daily walks to Lawrence Academy in the village, four miles from home, continuing at this school in the spring and fall terms till the age of 19, when by the encouragement and training of his teacher, the Principal, George E. Clarke, he entered Harvard College in Cambridge, from which he graduated in 1862. He had taught school one winter, when at the age of 16, at Shumet Pond, and the next two winters in West Falmouth, and the next at South Pocasset,—the two latter winters having leave of absence from college for the purpose. In the autumn after graduating he accepted an offer to teach in the boarding-school for boys conducted by Charles A. Miles at Brattleboro, Vt., and continued there $2\frac{1}{2}$ years. In the summer of 1865 he accepted the position of tutor in Latin and Greek, also of Librarian, in Haverford College, Pennsylvania. The superintendent retiring near the middle of the year, the new tutor was induced to accept the care of the students in the household—all boarding in the college. This charge continued for ten years. His department of instruction was early changed to a professorship in "Moral and Political Science." In 1871 he was married to Mary Pim, of Caln, in Chester county valley. In 1875 he left the college-building with his family for another house on the premises, continuing only in duties of instruction, until, in 1878 he accepted the place of Principal in the Friends' School for Boys in Philadelphia, a name under which he still serves as senior teacher in the same institution. In 1886, the school having been removed to its new building at 140 N. 16th street, and also the Friends' library to a new building on the same ground, the service of Librarian and Custodian of Friends' records was added to his school duties. His interest in the truths of the gospel as committed to the Society of Friends is in part represented by service as overseer since 1874, as clerk of the monthly meeting 1882-86, as elder from 1883 till 11th mo., 1889, when he was acknowledged as a minister. His children are four daughters, Anne Pim, Lydia Beede, Mary Edge, and Edith Comfort Dillingham. His interest in his native town, the place of his family's residence in the summer with his surviving mother, continues not only unabated but heightened.

CHAPTER XI.

BENCH AND BAR.

BY E. S. WHITTEMORE, ESQ.

The Judiciary of the County.—First Courts.—Formation of the Province of Massachusetts Bay.—Revision of the Judiciary.—Courts of the Revolutionary Period.—Early Magistrates.—Judges of the Court of Common Pleas.—Court of County Commissioners.—Probate Courts.—Trial Justices.—The Bar of Barnstable County.—Lawyers, Past and Present.—Law Library Association.—District Courts.

THE history of the Old Colony, as to its judiciary systems, is divided into four periods: that immediately after the coming of the Pilgrims and Puritans at Plymouth, to 1692, when the colonies were united; from this time to the revolutionary period; during this time to its termination, October 19, 1781; and from the surrender of Cornwallis to the present time, which is mostly within the memory of men now living.

As early as 1639, the general court of the Plymouth colony attempted to form a judicial system, but much of it was vague and indefinite in its jurisdiction; the people were obliged to use such materials as they had. The earliest attempt of the court to form an infant judiciary, was to nominate and appoint three men from as many towns in the county, to hear and determine suits and controversies between parties within the townships, whose jurisdiction was not to exceed three pounds. The general court enacted, in the year 1666, that there should be three courts in each year in the county, for the trial of causes by jury, and it was further enacted that no courts of assistants, except the governor, on special occasion see fit to summon such court, and at such court the governor and three of the magistrates at least, must be present at trials. It was also enacted where the amount in controversy was less than forty shillings, it should be tried by a court of selectmen, from the decision of which court an appeal might be taken to the next court of his majesty at Plymouth, provided the appellant furnish security to prosecute such appeal.

Soon after the settlement at Plymouth, the governor and his assistants were constituted a judicial body, and supreme in jurisdiction, and it was substantially a court of appeal, from inferior courts.

In 1685, it became a law in this colony to establish in the three counties of Bristol, Plymouth, and Barnstable, two courts in each county, which should be presided over by three magistrates, residing in their several counties, a majority of whom constituted the requisite number to make a legal decision. Such county courts had the power vested in them to hear, try and determine according to law, all matters, actions, cases and complaints, both civil and criminal, not extending to life, limb or banishment, or matters of divorce.

The same year (1685) the general court passed a law, that Barnstable, Sandwich, Yarmouth and Eastham, the villages of Sippican, Succonesset and Monomoy, should be a county, Barnstable the county town, and said county be called the county of Barnstable, in which should be held two county courts annually at the county town, giving them power to settle and dispose, according to law, the estate of any person dying intestate within the county, to grant letters of administration, and take probate of wills; to make orders about county prisons, highways and bridges, and as occasion should demand, order rates to be made in the several towns to defray county charges.

The general court adopted the common law of England, that a magistrate or any court should have power to determine all such matters of equity in cases or actions that had been under their cognizance as could not be reached by the common law; such as the forfeiture of an obligation, breach of covenants without great damage, or the like matters of apparent equity. But all judgments acknowledged before any two magistrates and the clerk of the court should be good and sufficient in law.

It became a law in 1662, that every town in this colony should choose three or five discreet men annually, who should in June be presented to the general court at Plymouth for appearance, who, after being duly sworn before a magistrate, should have power to hear, try and determine all actions of debt, trespass or damage, and other causes, not exceeding forty shillings in its jurisdiction. This was the court of selectmen, which had four annual sessions. The record dimly shadows the fact that as early as 1640-2 there was established a "Select Court," whose limit of jurisdiction was twenty shillings.

By virtue of the charter of William and Mary, granted in 1691-2, among other rights were, that Massachusetts bay, the colony of New Plymouth, the province of Maine and Nova Scotia were united and made one province, called the province of the Massachusetts bay, which union marked a new order of things in these provinces. This period inaugurated, among other things, a revision of the judiciary, making, changing and revising much of it.

The first session of the general court, under the new charter, met at Boston on June 8, 1692, and continued nineteen days, until June 27,

1692. It was ordered at this first session of the general court, that all the local laws made by the late governor and company of Massachusetts bay and of New Plymouth, not repugnant to the laws of England nor inconsistent with the present constitution and settlement by their majesties' royal charter, do remain and continue in full force in the respective places for which they were made and used until November 10, 1692, excepting in cases where other provision is or shall be made by this court or assembly; and all persons were required to conform themselves accordingly: and the several justices were thereby empowered to the execution of said laws as the magistrates formerly were. On June 28, 1692, an act was passed for holding courts of justice on or before the last Tuesday of July, 1692, to be a general sessions of the peace, held in each county of the province, by the justices of the same county, or three of them at least, who were empowered to hear and determine all matters relating to the conservation of the peace, and whatever was by them cognizable by law; the said justices being approved by the selectmen of each town. "That the sessions of the peace be successively held within the several counties, at the same times and places, as the county courts, or inferior courts of common pleas, are hereinafter appointed to be kept. That they shall hear and determine all civil actions arising or happening within the same, triable at the common law according to former usage. The justices for said court, in the county of Suffolk, shall be appointed and commissioned by the Governor, with advice and consent of the council;—that all writs and attachments shall issue out of the clerk's office of the said several courts, signed by the clerk of such court," and the jurors to serve at said courts, were to be chosen according to former custom, and qualified as was directed in their majesties royal charter.—This act was to continue until other provision be made by the general court or assembly.

An act was passed, November 25, 1692, establishing judicatories and courts of justice within this province, which were similar in their powers and jurisdictions, to those hitherto existing. Their majesties' justices of the peace had jurisdiction of all manner of debts, trespasses and other matters not exceeding forty shillings, wherein the title to land was concerned, from which decisions the defendant had the right of appeal to the next inferior court of common pleas. There were quarter sessions of the peace, by the justices of the peace in the same county, held at specified places, each three months in the county, to hear and determine all matters relating to the conservation of the peace, and punishment of offenders, and all other things cognizable by them according to law.

There was a superior court of judicature extending, in its jurisdiction, over the whole province, having a chief justice and four other

associate justices, three of whom constituted a quorum, having general jurisdiction of causes both civil and criminal. The terms of court were held for the counties of Barnstable, Plymouth and Bristol, at Plymouth on the last Tuesday of February. Wherever this court was held, the justices held a court of assize and general goal delivery. A high court of chancery was held, to hear and determine all matters in equity, which could not be reached by the courts of law. This court was held by the governor, or such other as he might appoint as chancellor, assisted by eight or more of the council. Any party in this court could appeal, wherein the matter in controversy exceeded three hundred pounds sterling.

By the authority of the province charter of William and Mary of 1691-2, power was given to the governor and council to grant the probate of wills, and appoint executors and administrators on estates of deceased persons of this province.

The judiciary system, from the time of the union of the colonies, to the revolutionary period, was substantially the same in spirit, form and general jurisdiction, that existed previous to this time, yet many minor changes it was necessary to make. (See Province Laws Chap. 23, 1699. Chap. 18, 1700. Chap. 5, 1699). At the beginning of the revolutionary period, 1775-6, a court of admiralty was established, to be held at Plymouth,—its judges to be appointed by the majority of the council,—to try the justice of the capture of any vessel brought into either Barnstable, Plymouth, Bristol, Dukes county or Nantucket. Subsequently the jurisdiction of this court was enlarged. The laws relating to the judiciary, after the beginning of the revolutionary period, were enacted to be in full force and virtue until November 1, 1785, by the session held at Boston, November 1, 1779, continuing sundry laws that then existed, and were near expiring, with all and every clause, matter or thing therein respectively.

The magistrates of the earliest courts in the Old Colony, officiated as early as 1640, i.e., Edmund Freeman of Sandwich, Thomas Dimock of Barnstable; and John Crow of Yarmouth. A court was held at Yarmouth June 18, 1642, before Edward Winslow, Myles Standish and Edmund Freeman.

In 1679, a *select court* was established in each town. Those commissioned to hold them were, in Sandwich, Edmund Freeman, John Blackwell and Thomas Tupper; in Yarmouth, Edmund Howes, Ensign Thacher, Edward Sturgis, John Miller, and Jeremiah Howes; in Barnstable, Joseph Lothrop, James Lewis, and Barnabas Lothrop; and in Eastham, Jonathan Sparrow, Mark Snow, and John Doane. In 1689, Jonathan Sparrow of Eastham and Stephen Skiffe of Sandwich were appointed county judges.

After the union of the colonies, the following is the list of the judges of the court of common pleas of the county of Barnstable:

December 7, 1692, John Freeman, Eastham; December 7, 1692, Bar's Lothrop, Barnstable; December 7, 1692, John Thacher, Yarmouth; December 7, 1692, Stephen Skiffe, Sandwich; March 6, 1695, Jon'n Sparrow, Eastham; July 17, 1699, John Sparrow, Eastham; June 8, 1710, Wm. Bassett, Sandwich; July 5, 1713, Daniel Parker, Barnstable; July 5, 1713, Thomas Payne, Eastham; April, 1715, John Otis, Barnstable; April, 1714, Sam. Annable, Barnstable; July 20, 1711, John Gorham, Barnstable; July 5, 1713, John Doane, Eastham; July 14, 1715, Mela'h Bourne, Sandwich; July 14, 1715, Sam. Sturgis, Barnstable; December 10, 1715, Nath. Freeman, Harwich; November 14, 1721, Jos. Lothrop, Barnstable; March 16, 1722, Jos. Doane, Eastham; December 26, 1727, Ezra Bourne, Sandwich; March 10, 1729, Peter Thacher, Yarmouth; March 10, 1729, Shub'l Baxter, Yarmouth; June 22, 1736, John Thacher, Yarmouth; June 22, 1736, John Davis, Barnstable; December 21, 1739, John Russell, Barnstable; January 27, 1742, Shub. Gorham, Barnstable; January 27, 1742, Dav. Crocker, Barnstable; August 9, 1746, John Otis, Barnstable; February 24, 1763, Roland Cotton, Sandwich; May 9, 1770, Is'c Hinckley, Barnstable; September 13, 1753, Thos. Winslow, Harwich; June 2, 1758, Sylv. Bourne, Barnstable; August 2, 1758, Thos. Smith, Sandwich; December 19, 1758, Row. Robinson, Falmouth; May 23, 1760, Ny's Marston, Barnstable; February 1, 1764, James Otis, Barnstable; February 1, 1764, Edw. Bacon, Barnstable; June 20, 1765, John Gorham, Barnstable.

At the interruption of the revolutionary period the following were known to belong to the common pleas court: Melatiah Bourne, Shearjashub Bourne, David Gorham, Solomon Otis, Kenelm Winslow, David Thacher, Daniel Davis, Joseph Otis, and Richard Bourne.

Immediately following 1774, the appointment of judges was conferred upon the governor alone, and the first appointments in the county were in the names of the "Governor and People of Massachusetts Bay," viz.: October 11, 1775, James Otis, Barnstable; Nath. Freeman, Sandwich; Daniel Davis, Barnstable; and Richard Baxter, Yarmouth. The following appointments were also made: October 13, 1775, Joseph Nye, jr., Sandwich; March, 27, 1781, Sol. Freeman, Harwich; March 21, 1793, John Davis, Barnstable; June 28, 1799, Ebenezer Bacon, Barnstable; February 11, 1801, David Scudder, Barnstable; February 14, 1803, Sam'l Waterman, Wellfleet; February 20, 1804, Thomas Thacher, Yarmouth; February 22, 1809, Isaiah L. Green, Barnstable; February, 1809, Timothy Phinney, Barnstable; August 22, 1809, Wendell Davis, Sandwich.

As session justices for the county (immediately after the circuit court of common pleas was established) Richard Sears of Chatham was commissioned June 10, 1814, and Calvin Tilden of Yarmouth on February 15, 1815.

Since the beginning of this century, the following were appointed judges of the court of common pleas for this county: Nath. Freeman, Sandwich, chief justice; John Davis, Barnstable, chief justice, 1811; Jos. Dimick, Falmouth, chief justice, 1808; James Freeman, Sandwich, justice, 1808; Sam'l Freeman, Eastham, justice, 1811; Isaiah L. Green, Barnstable, justice, 1812; Sol'n Freeman, Brewster, justice, 1812; Richard Sears, Chatham, justice, 1816; Calvin Tilden, Yarmouth, justice, 1816; Sam'l P. Crosswell, Falmouth, justice, 1819; Elijah Cobb, Brewster, justice, 1819; Elisha Doane, Yarmouth, justice, 1819; Naler Crocker, Barnstable, special justice, 1822; Melatiah Bourne, Sandwich, special justice, 1822.

The legislature of 1828 abolished the court of sessions and commissioners of highways, and established in their place, a court of county commissioners, since which time this board has been composed as below indicated. The first court of county commissioners was organized in 1828, with Samuel T. Crosswell, Matthew Cobb, and Obed Brooks as commissioners. On the 11th of June, 1835, Jesse Boyden of Sandwich, Michael Collins of Eastham and Alexander Baxter of Yarmouth, having been elected, organized under the statute of the preceding April. Chapter XIV. of the Revised Statutes provided that on and after the first Monday in April, 1838, three commissioners should be chosen every third year to serve three years. In 1838 Jesse Boyden, Michael Collins and Charles Sears were elected;—in 1841, Zenas D. Bassett, Isaac Hardy, and John Newcomb; in 1844 and 1847, Seth Crowell of Dennis, Ebenezer Nye of Falmouth, John Newcomb of Wellfleet; 1850, Seth Crowell, John Doane of Orleans, David K. Akin of Yarmouth; 1853, John Doane, David K. Akin, and Simeon Dillingham of Sandwich.

The act of March 11, 1854, directed the commissioners to choose by ballot one of their number to retire in 1854, one in 1855, the other to hold his office until 1856, and provided for the annual election of one commissioner at the general election each year, whose term of office should be three years. In 1855 David H. Smith succeeded David K. Akin, and in 1856 William Hewins succeeded Simeon Dillingham. In September, 1856, Edward W. Ewer of Sandwich was elected to fill the vacancy of David H. Smith. Since that time the three year terms begin in January. The names of the several commissioners with the year in which their terms began, are as follows: 1857, James Gifford of Provincetown; 1858, Edward W. Ewer of Sandwich; 1859, Joseph H. Sears of Brewster; 1860, John W. Davis of Wellfleet; 1861 and 1864, Erasmus Gould of Falmouth; 1862, Joseph H. Sears of Brewster; 1863 and 1869, Daniel Paine of Truro; 1865 to 1883, James S. Howes of Dennis; 1867 to 1875, Ebenezer S. Whittemore of Sandwich; 1872, Elijah E. Knowles of Eastham; 1875, Jonathan Higgins of Orleans;

1876 to 1884, Joshua C. Robinson of Falmouth; 1881, Nathan D. Freeman of Provincetown (died in office); 1886, Solomon E. Hallett of Chatham; 1888, Samuel Snow of Barnstable; 1888, Isaiah C. Young of Wellfleet, elected to fill the vacancy caused by the death of N. D. Freeman, and reelected in 1889, for further term.

By the statute of 1784, probate courts were established, with powers and jurisdiction given by the laws of the commonwealth. The appellate jurisdiction is vested in the supreme judicial courts. By the charter of William and Mary the authority was vested in the governor and council, by which probate officers were appointed in the several counties, exercising a delegated authority, from the decrees of which appeals were taken to the governor and council, who remained the supreme court of probate. Such was the commencement of the probate court as a distinct tribunal. This probate court continued to exercise probate jurisdiction, until county probate courts were established under the state constitution, and the act of 1784, under which the probate courts were first formally established, and which act provided for the holding of a probate court within the several counties, and for the appointment of judges and registers of probate, and transferred the appellate jurisdiction from the governor and council to the supreme judicial court, which is the supreme court of probate. The probate courts thus organized continued to exercise probate jurisdiction until the law of 1858, chapter 93, which abolished the office of judge of probate and provided for the appointment in each county of a suitable person to be judge of probate and judge of the court of insolvency, and be designated the judge of probate and insolvency.

The decrees of the probate court, upon subjects within its jurisdiction, are final, unless appealed from. They cannot be questioned in courts of common law, neither will a writ of error lie to its judgments, nor will *certiorari* lie from the supreme court; but the illegal decrees of the probate court are nullities, and may be set aside, by plea and proof; but an aggrieved party may appeal to the supreme court of probate, as prescribed by statute. The probate courts for each county have jurisdiction of the probate of the wills, of granting administration of the estates of persons who at the time of their decease, were inhabitants of or resident in the county, and of persons who die out of the Commonwealth leaving estates to be administered within the county; of the appointment of guardians to minors and others; of all matters relating to the estates of such deceased persons and wards; of petitions for the adoption of children, and for the change of names; and of such other matters as have been or may be placed within their jurisdiction by law.

Governor Joseph Dudley in 1702, in consideration of a change in

the charter of 1691, referring to the probate of wills, vesting that power in the governor and council; and finding courts established in the several counties for that purpose, ordered that these courts be *continued*. The incumbents have been: first, in 1693, Barnabas Lothrop; June 15, 1714, John Otis; December 26, 1727, Melatiah Bourne; January 6, 1740-1, Sylvanus Bourne; February 1, 1764, James Otis; March 27, 1781, Daniel Davis; May 27, 1799, Ebenezer Bacon; January 30, 1800, John Davis; June 8, 1825, Job E. Davis; January 11, 1828, Nymphas Marston; December 18, 1854, George Marston; May 13, 1858, Joseph M. Day; June 14, 1882, Hiram P. Harriman.

The registers of probate have been: in 1693, Joseph Lothrop; August 13, 1702, William Bassett; June 14, 1721, Nathaniel Otis; August 23, 1729, Sylvanus Bourne; January 6, 1740-1, David Gorham; August 28, 1775, Nath. Freeman; January 22, 1823, Abner Davis; March 28, 1836, Timothy Reed; June 29, 1852, Nath'l Hinckley; March 2, 1853, George Marston; December 28, 1854, Joseph M. Day; Rufus S. Pope; June 29, 1858, Charles F. Swift; 1858, Jonathan Higgins; 1874, Charles Thacher, 2d; 1884, Freeman H. Lothrop.

The statute of 1858, Chapter 138, authorized the governor to designate, not exceeding *nine* justices of the peace, in the county of Barnstable, as trial justices, to try criminal offenders, whose jurisdiction extended to any town in the county. Subsequently their jurisdiction was enlarged by statute of 1877, Chapter 211, which authorized them to have original and concurrent jurisdiction with the superior court of civil actions of contract, tort, or replevin, where the debt or damages demanded or value of property alleged to be detained is more than one hundred and does not exceed three hundred dollars. In other matters, their jurisdiction was coextensive with ordinary municipal and district courts.

Those who have held the office of trial justice, since 1858, in the county, are: Ebenezer Bacon, Barnstable, from 1860 to 1869; Edward W. Ewer, Sandwich, 1858 to 1860; James B. Crocker, Yarmouth, 1858 to 1884; George W. Donaldson, Falmouth, 1858 to 1865; Joseph K. Baker, jr., Dennis, 1859 to 1861; John W. Davis, Wellfleet, 1858 to 1865; Albion S. Dudley, Provincetown, 1858 to 1863; Cyrus Weeks, Harwich, 1858 to 1866; Ebenezer S. Whittemore, Sandwich, 1860 to 1889, and continues; Marshall S. Underwood, Dennis, 1861 to 1882; Isaac Bea, Chatham, 1862 to 1872; Benjamin F. Hutchinson, Provincetown, 1868 to 1870; Theodore F. Bassett, Hyannis, 1868 to 1889 and continues; Smith K. Hopkins, Truro and Barnstable, 1867 to 1889 and continues; Frederick Hebard, Dennis, 1868 to 1869; Richard S. Wood, Falmouth, 1865 to 1875; George T. Wyer, Wellfleet, 1872 to 1889 and continues; Shubael B. Kelley, Harwich Port, 1873 to 1889 and continues; Raymond Ellington, Provincetown, 1875 to 1878; James H. Hop-

kins, Provincetown, 1886 to 1888; Charles F. Chamberlayne, Bourne, 1884 to 1889 and continues; George Godfrey, Chatham, 1886 to 1889 and continues; Jonathan Kelley, 2d, Dennis, 1886 to his death in 1889; William D. Foster, Provincetown, 1884 to 1885; Tully Crosby, jr., Brewster, appointed in 1890 and continues; Watson F. Baker, Dennis, 1889, and continues.

THE BAR OF THE COUNTY OF BARNSTABLE.—The bar can justly claim some of the highest mental lights of the world, and yet what is known of its members, is in a great degree, traditionary. Very few of the transcendent efforts in the forum are reported;—their fame and merit are passing and transitory; and are forgotten by the multitude who heard them. Our great American orator, statesman, and patriot, James Otis, who was born at West Barnstable, February 5, 1725, exhibited the character of one of the purest patriots and eloquent defenders of human rights, that the American continent has produced;—when in the midst (1761) of his duties as advocate general, in defending the writs of assistance, but deeming them illegal and unjust, he immediately resigned.—His argument in this case produced a profound impression. Such was his unselfish love of country, that he has left his impress as an ornament on the column of time.

The finished forensic efforts of Rufus Choate and other eminent American advocates, would adorn the pages of Cicero, and yet much of it has passed into forgetfulness. A few Nestors of the Suffolk bar, occasionally speak of the scintillations of his magnetic mind, and the charm of his speech, yet they add in despair;—"we cannot repeat the effect upon the breathless multitude who heard him, with the indescribable power of a magician." No one is able to rehearse these masterly utterances, or realize the effect upon the enchanted multitude. I well remember how deeply moved was the throng in the courtroom, when he closed his argument for the defense in a capital case, where the life or death of the defendant was depending upon the verdict of that jury; the audience refused to leave the room, before the verdict came in, so deeply were they in sympathy with Mr. Choate's client.

It will be impossible to say much concerning the early members of the bar of the county of Barnstable, since we have very little material relating to them to make up anything approaching the dignity of biography. At this early period of the Pilgrims and some years subsequently, the profession of the law hardly had a name in the Old Colony; very few made the study and practice of the law an exclusive profession; and those who were members of the bar, it is difficult to determine, with any degree of accuracy, until we pass to a later time.

As early as 1676, Richard Bourne of Sandwich, Shearjashub Bourne

of Barnstable, and Samuel Prince were conversant with the duties of a lawyer. Hon. Ezra Bourne of Sandwich was by preparation and practice a lawyer as early as 1700. William Bassett, Samuel Jennings and Silas Bourne of Sandwich, were lawyers in their way; and so was Nathaniel Otis of Barnstable, a member of the bar, in fact. With the exception of Ezra Bourne, Hon. Timothy Ruggles was the most able and learned lawyer in the county. He came to Sandwich, not far from the year 1739,—having graduated at Harvard College in 1732.

Hon. Shearjashub Bourne of Barnstable was a man of mark, and during the first years of the republic, he was the representative in congress from this district, during the first, second and third congresses. He was born in Barnstable in 1744, graduated from Harvard College in 1764 and died in 1806. He was a class-mate of Governor Caleb Strong, and other distinguished men. Shearjashub Bourne was a direct descendant of Rev. Richard Bourne of Sandwich, who was one of the most able men who came to Sandwich in 1637, and finally became a useful and devoted missionary to the Indians.

Hon. Lemuel Shaw, chief justice of the supreme judicial court of Massachusetts, from August 31, 1830, to August 23, 1860, died at Boston, March 30, 1861. This illustrious chief justice was born at West Barnstable, January, 9, 1781, the son of Rev. Oakes Shaw, who held here the pastorate for 47 years. The son graduated at Harvard College in the class of 1800, with Judge Story, William E. Channing and other distinguished men. Judge Shaw never practiced law in the county of Barnstable, but he held a broad and secure position in the affections of all the citizens of the Commonwealth, and was the acknowledged chief of its jurists. No man in any period of our history has so deeply impressed his mental power and judicial reasoning upon the people of the Commonwealth, as did Judge Shaw. He was constructive, and yet he was progressive. As has been said, for the high degree of symmetry and harmonious development to be found in the science of the law as administered in our courts, we are largely indebted to his comprehensive and vigorous intellect. He had an abiding sympathy, coupled with broad mental power and minuteness of observation. "His understanding resembles the tent which the fairy Paribanou gave to prince Ahmed. Fold it, and it seems a toy for the hand of a lady. Spread it, and the armies of powerful sultans might repose beneath its shade." His sympathies were deep and broad, which an incident will illustrate. The question was raised whether a heifer calf was exempt from attachment, which caused some merriment at the Bar. Judge Shaw paused and with some emotion said: "Gentlemen, this may seem to you a trifling case, but it is a very important question to a great many poor families."

Hon. Nathaniel Freeman, jr., son of General Nathaniel Freeman of

Sandwich, was born May 1, 1766, and died August 22, 1800, at the age of 35 years. He graduated at Harvard College in the class of 1787, with John Quincy Adams, and other men of ability. He studied and practiced law; but at the age of 30, in 1796, he was elected to the fourth congress, with a unanimous vote, save one. In 1798, he was elected the second time to the fifth congress, and while a member of this body, he died at the age of 35. Nathaniel Freeman, jr., was a person of brilliant mind, and a man of great powers of eloquence for one of his years; and yet it is hardly known, even in the Old Colony, what an able man he was. His was an untimely death;—what fruit might we not expect from the golden autumn of such a mind!

Hon. Timothy Ruggles was one of the most remarkable lawyers ever connected with the bar of the county of Barnstable; born in Rochester, Mass. He graduated at Harvard College in the class of 1732, before his 24th birthday, in 1739, he became an inhabitant of Sandwich, and he began the practice of law before he came here. He managed to be elected a representative to the provincial legislature from Sandwich. He married Bathsheba Newcomb, a young widow, who was the proprietor of the tavern, and united the profession of the law with that of innkeeper; having personal supervision over both. With all else, he had a decided military bent, and was destined to be distinguished in that direction.—Freeman says, as colonel he led a body of troops to join Sir William Johnson in the expedition against Crown Point in 1755. He was in the battle of Lake George; brigadier general under Lord Amherst; removing to Hardwick, he served several years as representative from that town, two of which he was speaker. He was for a while chief justice of the court of common pleas. In 1765 he was a delegate, with Otis in the colonial convention, and was chosen its president. As a politician, his popularity was fated to wane; the whigs were dissatisfied with his course, and the house of representatives reprimanded him from the speaker's chair. His assurance never for a moment forsook him. As a lawyer he was shrewd and quick of apprehension, and was bold in his conception; in his manners, rude and lordly; artful in his address to the jury; sagacious and well equipped as a demagogue, against whomsoever he was pitted. He was mentioned as a *mandamus* counsellor in 1774 and proved a decided loyalist. Finding concealment in Boston, until its evacuation, he retired with the British troops to Halifax, where he organized a body of loyal militia refugees to the number of 300. He died in Nova Scotia in 1798, at an advanced age.

This account of Mr. Ruggles is protracted, not because of his eminent goodness, or lack of ability, but for his extended range of vicissitudes in life, and his power to exhibit them with a firm hand and purpose. I will dismiss Mr. Ruggles with an anecdote.—An old lady

witness comes into court at Barnstable, before the chief justice arrives. The court enters with great gravity, finding the old lady in his seat, inquires of her, who gave her his seat. The old lady, pointing to Ruggles, said, "*He* gave me the seat,"—and after the old lady was removed, the chief justice, turning to Ruggles, firmly demanded of him his reasons for such conduct. His cool and characteristic reply was: "May it please your Honor, I *thought* that the place for old women."

Hon. Zeno Scudder was born at Barnstable in 1807, and died there June 26, 1857, at the age of 50. Like many of the sons of the Cape, he had a decided inclination to follow the sea; but before he reached the age of 21, he had paralysis of his right limb, causing lameness. This caused him to change his plans. Under the advice of Doctor Nourse of Hollowell, and at Bowdoin College, he pursued the study of medicine, and after completing it found his lameness an impediment to his practice as a physician; not being discouraged, he turned his attention with zeal to the study of the law. His preparatory course was partly pursued at the Dane Law School at Cambridge. He was admitted to the bar in 1836. He first opened an office in Falmouth, but soon after settled in his native town, which was near the centre of business.

By studious application and great industry, he gained and deserved the reputation of being one of the best read, and ablest lawyers in the Commonwealth; and this was supplemented by an honest and high-minded purpose. He was elected to the Massachusetts senate in 1846, and when returned to the same body in 1847, was chosen president. He was elected to the 32d and 33d congresses, but before he took his seat in the 33d, a severe casualty prostrated him, which finally caused his death, to the deep regret of many friends. Mr. Scudder not only had a keen, but a broad and comprehensive mind, capable of grasping great principles. He exhibited this in his masterly speech in congress, August 12, 1852, on the importance of American fisheries. Very few members of congress from the Old Colony were more faithful to the people represented than Zeno Scudder. As a lawyer, he was jealous of the just rights and interests of his clients, but never claimed for them that which was not right, or proper or just. He believed the law to be a noble science, and one of dignity.

Hon. John Reed was born at West Bridgewater in 1781, and died in the same place, in 1860, at the age of 79. He became a resident of Yarmouth in early life, and opened an office for the practice of law, and took high rank. He was once a representative of the legislature from Yarmouth, and was twelve times elected in this district to congress, serving twenty-four years in that body. He was called the "life member." In 1844 he was elected lieutenant governor and was re-elected seven successive years after he returned to Bridgewater.

Hon. Nymphas Marston, who was born at Barnstable, February 12, 1788, and died there May 2, 1864, graduated at Harvard College in the class of 1807. In 1828 Governor Lincoln appointed him judge of probate, and he served 26 years to 1854, at which time he resigned. Probably no lawyer ever practised in the county of Barnstable, who more completely gained and held the confidence, love and esteem of *all* the people of the county, than Nymphas Marston. He was always ready to advise a settlement, rather than contend in court; but when he *did* try a cause, the people believed he was on the side of justice, and he usually won the verdict. He was one of Nature's own advocates; and before the court and jury he was a magician. He was a man of "infinite jest." After defending in court, a client, who was accused of stealing a pig, the jury acquitted him, which greatly surprised the defendant, whereupon he whispered in Mr. Marston's ear:—" *What shall I do with the pig?* " Mr. M.'s reply was:—" *Eat him, the jury say you did not steal him* "!! Mr. Marston could have been elected to almost any office within the gift of the people; but as he often said: "I would rather be Judge of Probate for the county of Barnstable, and protect the rights of its widows and orphans than hold any other office."

Hon. Wendell Davis, was born about 1775, died in Sandwich, December 30, 1830, and was buried in Plymouth. He was admitted to the bar, and settled in Sandwich in 1799. He was a son of Thomas Davis of Plymouth. He was clerk of the Massachusetts senate in 1803-1805, afterwards senator, and several years sheriff of the county of Barnstable, and he held other offices of trust. He practised law and resided in Sandwich about thirty years. He was a lawyer possessed of great natural abilities;—a direct descendent of the Pilgrims: Governor Bradford, Elder Brewster, and Richard Warren. He was a safe and wise counselor, yet seldom appeared in court as an advocate.

Hon. Russell Freeman, the tenth child of General Nathaniel Freeman, was born October 7, 1782, and died in Boston of heart disease in 1842. He was several years collector of customs in New Bedford; representative in the legislature from Sandwich, and one of the executive council. His deafness prevented his practising law at the bar, but he was a lawyer of pronounced abilities, and an able and safe adviser, and one of the most popular men in the Old Colony; coupled with a genial disposition, ready wit, quick perceptions, honorable aims in life, sincere in his friendships, which caused him to be widely known in the Commonwealth, and highly esteemed, and his death universally mourned. On his tombstone, by his direction, is inscribed; "*In meipso nihil; in Christo omne.*"

Hon. George Marston, born in Barnstable, October 15, 1821, died in New Bedford, August 14, 1883; studied law at Cambridge in 1844, and was admitted to the bar in 1845, and practised his profession in Barnstable and New Bedford. During 1853 and 1854 he was register of probate, and from 1855 to 1858, judge of probate of the county of Barnstable. In 1859 he was elected district attorney for the Southern district. Mr. Marston was nominated by the republicans in 1878 for the office of attorney general, to succeed Hon. Charles R. Train, and was elected. He resigned the office of district attorney in order to enter upon the duties of his new office, and was re-elected attorney general, at the successive elections of 1879, 1880 and 1881. He was the only attorney general born in the county of Barnstable. Mr. Marston was by general consent, one of the ablest, and most prominent and influential men in the Old Colony, and enjoyed the confidence and esteem of all who knew him. After a few years most men are forgotten by the larger body of the people; not so with George Marston. His life was so filled with the important business of other men throughout the Commonwealth, that his name and fame will be handed down through a series of years. Few other lawyers ever had a better facility in the trial of causes than George Marston; he may be said to have been a great jury lawyer. He had a rich and perennial inspiration of language, and when the odds seemed against him he would turn the tide by the magic of his speech. He was well educated as a lawyer, yet not a graduate of a college;—few graduates, however, could excel him in common sense and purity of diction. The universities of Oxford and Cambridge would have added no glory or lustre to the fame or breadth of understanding of William Shakspeare. Such men carry universities in their heads.

Hon. John B. D. Cogswell, born at Yarmouth, June 6, 1829, died at Haverhill, June 10, 1889. He graduated at Dartmouth College, in 1845, in high rank, and studied law in the office of Governor Emery Washburn and Senator Hoar in Worcester. In 1850 he took the degree of LL.B. at Cambridge Law School. He opened an office in Worcester in 1857, and was elected a representative to the legislature. In 1858 he moved to Milwaukee, Wis., and opened an office there. In 1861 and again in 1865 he received the appointment of United States district attorney for the state of Wisconsin by President Lincoln. He returned in 1870 to Yarmouth, and was sent as representative to the state legislature for the years 1871, 1872 and 1873, and elected state senator for the years 1877, 1878 and 1879, and was president of the senate in 1878 and 1879. Mr. Cogswell was a man of unquestioned abilities, coupled with uncommon powers of oratory, and urbanity of manners.

HON. JOHN DOANE was born in part of Orleans then embraced within the limits of Eastham, on May 28, 1791, and died March 3, 1881. He was educated at Sandwich Academy, and at Bridgewater;—he studied law with John Reed, and was admitted to the bar in Barnstable about 1818, and practiced for more than half a century. He was representative to the legislature, and in 1830 was first elected state senator, in which office he served three terms with dignity and ability. He was at one time a member of the governor's council. In 1850 and again in 1853 he was elected county commissioner and was thus contemporary in that court with David K. Akin, Seth Crowell and Simeon Dillingham.

He lived to a ripe old age in the enjoyment of a rare social position, respected and loved by all who knew him, his life work as an adviser, peacemaker and friend more than filling up the measure of man's allotted time. Upon the town in which he resided and upon the public whose interests he sought to serve he made a deep and lasting impression as an honest and sound counselor, who, in all his professional career advised settlements, compromises and concessions instead of litigations in the courts.*

Seth F. Nye of Sandwich was born May 13, 1791, and died September 13, 1856, at the age of 65 years and four months. He was admitted to the bar of the county of Barnstable about 1816, and practiced here for forty years—the whole period of his business life. He held various offices of trust, was representative to the legislature, and a delegate in the convention of 1820, to revise the constitution of the state. He rarely appeared in court as an advocate, but prepared his cases for argument by other counsel. He was a genial person, and one of good sense,—a useful and benevolent citizen, and his death was deeply lamented by those who knew him.

John Walton Davis was born at Wellfleet in 1817, and died at Provincetown in 1880. He was at Amherst College two years, and subsequently graduated from Bowdoin College, Maine. He graduated with distinction, as a fine scholar, at the head of his class. He studied law at Ellsworth, Me., and after being admitted to the bar, practiced at Topham, Me., Boston, Mass., Wellfleet and Provincetown. Mr. Davis held offices of public trust, among which were internal revenue assessor, trial justice, county commissioner, and others. He was a genial and agreeable gentleman, and one who possessed sufficient ability to have filled more important stations in life than he did.

Benjamin F. Hutchinson, came to Provincetown from the county of Essex, (about 1870) and practiced law, jointly with teaching. He was very devoted to the cause of education, and was connected with

* The ancestry and family of Esquire Doane are further noticed in the chapter on Orleans.—*Ed.*



John Downie

the school board until his death. He was thoroughly honest, and well equipped in the science of the law; was an expert in drawing legal documents, which bore the test of scrutiny. He rarely appeared in court as an advocate, but prepared his cases for others to argue. He died at Provincetown.

Hon. Simeon N. Small of Yarmouth, was born at Chatham, Mass., but practiced law at Yarmouth and Milwaukee, Wis. He held various public offices before emigrating to the West, among which was judge of the court of insolvency. In 1860, he went to Milwaukee, and built up a large law practice, and accumulated a fortune. Mr. Small was considered an able and good lawyer, and a man of integrity, in whom confidence could be placed. He died in Milwaukee.

Frederick Hallett of Yarmouth, studied law about 1862-3 with Judge Day of Barnstable, and was admitted to the bar, and began the practice of the law, with every prospect of brilliant success; but he was soon called to lay down his life's armor, and died at the untimely age of 25 years. He was universally beloved and when he died, Yarmouth, as a town, put on its sincere mourning.*

Charles F. Chamberlayne, son of Rev. N. H. and Hannah S. (Tewksbury) Chamberlain, was born at Cambridge, Mass., November 30, 1855. He prepared at the Cambridge High School and graduated from Harvard College in 1878. He also graduated at Harvard Law School and began practice in Boston. In 1883 he edited the American edition of *Best on Evidence*, and the following year was appointed trial justice for Barnstable county—a position he held until the office was abolished in 1890.

Tully Crosby, jr., was born in South Boston, August 21, 1841. His parents removed to the Cape three years later, where he was educated in the public schools and at the Hyannis Academy. Afterward he followed the sea until 1875, when he retired and settled in Brewster, where he now resides. He began the study of law in 1883, taking a special course in the Boston University School of Law, under Judge Bennett, was a member of the general court in 1885, serving as clerk of the committee on education, and was admitted to the bar in Barnstable county, October 14, 1887.

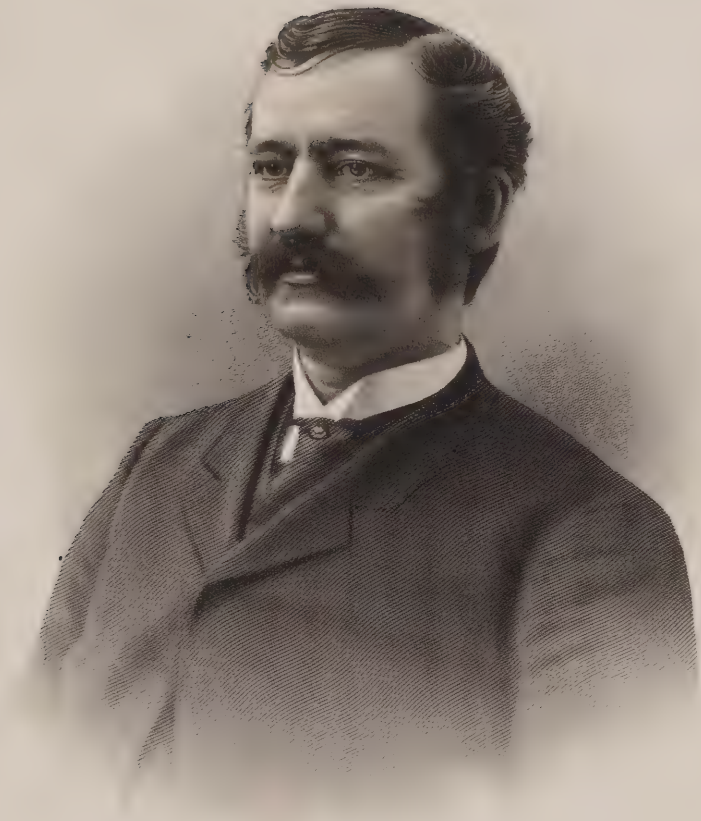
Thomas C. Day was born in Barnstable, April 20, 1856. To the excellent advantages of the village school were added those of Adams' Academy, Quincy, Mass., where he graduated in the spring of 1875, after a three years' course. In the fall of 1877, after two years in Harvard College, he entered the law office of his father, Judge Joseph M. Day, then of Barnstable, and in October, 1880, was admitted to

*The succeeding portion of this chapter was not contributed by Mr. Whittemore.—
Ed.

practice. He subsequently became, in 1882, partner with him in the present firm of J. M. & T. C. Day, with one office in Barnstable and one in Brockton, Mass., where the senior partner now resides. Mr. Day is a democrat in politics, and although yet young, has been recognized by the party as a capable and popular standard bearer.

Alexander McLellan Goodspeed, born in Falmouth in 1847, a son of Obed, grandson of Walley, and great-grandson of Joseph Goodspeed, was educated in Lawrence Academy, Falmouth, and Phillips' Academy, Andover. He subsequently taught in public schools, and was for several years in the engineer corps of a Western railroad. He began his law training with Marston & Crapo, of New Bedford. He was admitted to the Bristol County bar in March, 1880, and now is established as attorney at law in New Bedford, but has a substantial clientage at Falmouth.

JUDGE HIRAM PUTNAM HARRIMAN, of Barnstable county, was born at Groveland, Mass., in the valley of the Merrimac, February 6, 1846. His father, Samuel, was a son of Moses Harriman, and his mother, Sally Adams, was a daughter of Henry Hilliard. Both of these family names have been well known and honorably represented in that part of Essex county for nearly two hundred years, and here on the south bank of the river the now venerable Samuel Harriman has passed in rural peace a long and successful career as an extensive owner and tiller of the soil. The early training of the lad Hiram was in the district school and in a private academy at Groveland, where he improved the brief intervals in which he might be spared from the labors of the farm. He was the youngest of three, and to the teachings of an older sister are attributed much of the love of study and thirst for knowledge which became the mainspring of his higher aspirations. With such a resultant as these circumstances and forces might produce in an enterprising boy of eighteen, intent not only upon a college education, but aspiring to some professional career, he became a student of Phillips' Exeter Academy in February, 1864, entering at the middle of the junior year. In one year and a half he had, by special effort, mastered the Greek and Latin preparatory course, and went up to Dartmouth in June, 1865, where he passed the examination to enter the college. His college life began the following September, and closed with his graduation with the class of 1869; and although he taught three winters during the course he stood sixth in a class of more than sixty. Several of the Cape towns depended, at that period, upon the students of Dartmouth College for their best winter teachers, and it was while a student of this institution that he first became known on the Cape as a teacher two winters in the public schools of Truro. Here by his urbanity of manners and devotion to his work he attained a high position as a teacher and at-



H. P. Harriman.

tracted to himself many warm friends, who have shown a pride and interest in his subsequent advancement.

From September, 1869, until the following May he was at Albany, N. Y., completing a course which he began with Blackstone, while teaching the country school at South Truro in the winter of 1867-8. His graduation at the Albany Law School entitled him to admission to practice in New York, and after a short association with J. P. Jones, a prominent lawyer at Haverhill, Mass., he was admitted to the bar of Essex county and removed the same year to Wellfleet—then the terminus of the railroad,—establishing himself on Cape Cod, in the practice of law. There has never been since, nor had there existed for many years before, a better opportunity for a young lawyer of his stamp to obtain a foothold in Barnstable county. Mr. Marston, who for years had a large and profitable practice, had removed to New Bedford; George A. King of Barnstable was gradually dropping his Cape practice and soon gave his whole attention to his Boston business.

Mr. Harriman took an office at Barnstable, and the following year one at Harwich, where the failing health of his friend, Jonathan Higgins, Esq., who advised the step, was making a vacancy for some other member of the bar. At these offices Judge Harriman still pursues his profession. His faithfulness in the management of the causes committed to his care, the perseverance and excellent order in which he prepares his cases for trial, his uniform courtesy to opponents, and his thorough honesty in all matters of his profession, have gradually and successfully advanced him to the head of the bar of this county. On the 14th day of June, 1882, he was appointed to the position he now fills as judge of probate and insolvency for the county of Barnstable. In this important office, by his affability and uniform courtesy toward all classes who have occasion to need his ministrations, he has won the confidence of the people, who are proud of him as an adopted son of Cape Cod. Almost from the first he has had a substantial clientage. He was counsel for the old Cape Cod railroad until the consolidation, and has since then been retained by the Old Colony company.

While this volume was in course of completion a final decision was reached in the famous Snow-Alley case—the largest suit ever decided in the Commonwealth in an action of tort. Judge Harriman was retained by Mr. Snow in May, 1884, and began laying, in his own thorough manner, the foundation for the prosecution. Mr. Alley employed several of the ablest lawyers in the county—including Colonel Robert G. Ingersoll and Ambrose A. Ranney, and for almost six years they stubbornly contested every issue of fact or law. After three trials at Barnstable a statute was enacted allowing the removal of the case from Barnstable county, where the defendant's counsel alleged that

they could not get justice with Harriman opposing. Four verdicts were reached, and twice the case went to the full bench before the judgment in favor of Judge Harriman's client was paid.

Judge Harriman was married September 25, 1870, to Betsey Franklin, daughter of Captain George W. Nickerson and granddaughter of Dr. Daniel P. Clifford of Chatham, and has since resided at Wellfleet, where he is fully identified with the town's local interests.

Jonathan Higgins, of Orleans, was born there November 21, 1816, and was there educated in the public schools and in the academy. His father, Thomas, was a son of Samuel Higgins, whose father and grandfather each bore the name Jonathan. Mr. Higgins studied law in the probate office with Judge J. M. Day, and in 1858 and three terms thereafter was elected register of probate. He has since devoted his time chiefly to the practice of law. The title, Deacon Higgins, by which he is generally known, alludes to his relation with the Congregational church of Orleans. His deceased wife, Mary, was a daughter of Seth Doane. Of their seven children, Mrs. Captain Alfred Paine, Mrs. O. E. Deane and Hon. George C. Higgins, ex-mayor of Lynn, are the only survivors. The present Mrs. Jonathan Higgins is Ruth, daughter of Joseph Snow.

Smith K. Hopkins was born in Truro, August 12, 1831, a lineal descendant of Stephen Hopkins who came in the *Mayflower*, through Giles his son, who removed from Plymouth to Yarmouth. Educated in the public schools of Truro and at Truro Academy, under Joshua H. Davis, Esq., now superintendent of schools in Somerville, Mass.; followed the sea from boyhood until twenty-one years of age, then went to Illinois and was in the employment of Josiah Lombard—formerly of Truro—in the real estate business, until 1860. In 1860 returned to Truro to reside. Married in 1855, to Mary A. Hughes, daughter of James Hughes of Truro. Five children: James H., lawyer, of Provincetown; Howard F., editor of *Provincetown Advocate*; Raymond A., Boston, Mass.; Winthrop Stowell, died in September, 1889; Ethel B., at school. School committee 1862 and 1863. Representative in legislature in 1863. Appointed ensign in U. S. Navy in August, 1863, and served on frigates *Savannah*, *Brooklyn* and *Fort Jackson* during the war. Sent in as prize master of English steamer *Let-Her-Rip*, a blockade runner captured at Wilmington by the *Fort Jackson*, and after delivering her to the Admiral at Boston Navy Yard, was appointed temporarily to command the gunboat *Jean Sands*; subsequently detached and ordered again to the frigate *Fort Jackson*. Was at both attacks on Fort Fisher by the army and navy in December, 1864, and January, 1865, and participated in the assault on the fort at the time of its capture; recommended for promotion and offered an appointment to be retained



Freeman H. Lothrop.

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in the navy at the close of the war, but resigned when the war was over. Was one of the selectmen, assessors, etc., of Truro from 1866 to 1874, and chairman from 1871 to 1874. Studied law with B. F. Hutchinson of Provincetown; was admitted to the bar April, 1873. Register of deeds for Barnstable county 1874, 1875, 1876, and has been clerk of the courts for Barnstable county since 1876. Notary public; justice of peace since 1860, and trial justice since 1866. Removed from Truro to Barnstable in 1875.

James Hughes Hopkins, oldest son of Smith K. Hopkins above mentioned, was born in North Truro, February 20, 1861. After attending the public schools of Truro, and the Prescott Grammar School of Somerville, Mass., he graduated from the Somerville High School in 1878, and from Harvard College in 1882. He then taught public schools at North Eastham and at West Barnstable, while continuing the study of law, for which he early evinced a taste and aptitude, and was admitted to the bar at Barnstable in October, 1883. Locating in Provincetown, he has become fully identified with its public interests, holding official positions in the church and the public library. He has been elected special commissioner, one of the commissioners of insolvency, and has been appointed trial justice. Since 1886 he has edited the *Provincetown Advocate*, as noticed by Mr. Swift in Chapter XIII.

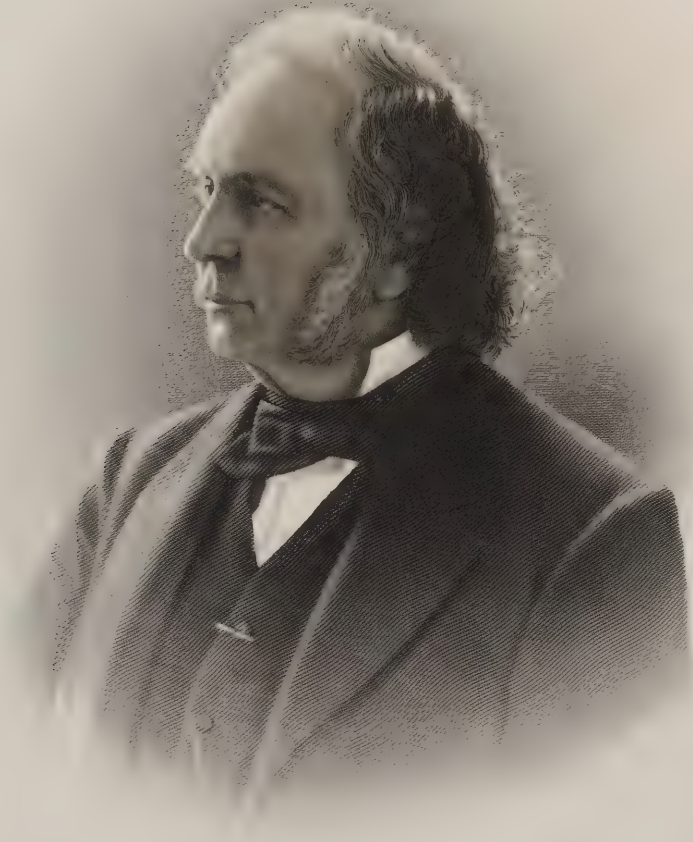
F. H. LOTHROP.—The present register of probate and insolvency, is Freeman Hinckley Lothrop of Barnstable, who was born in this village, April 6, 1842. His father Ansel Davis Lothrop⁷, born 1812, was a son of James Scudder Lothrop⁶, (Isaac⁶, General Barnabas⁴, Barnabas³ born 1686, Captain John² born here 1644, Rev. John Lothrop¹). This illustrious ancestor, Rev. John Lothrop, was born in 1584 and in 1605 graduated from Queen's College, Cambridge, and in 1609 received the degree of A.M. He came to Scituate, Mass., in 1634, whence he came to Barnstable in 1639 and here he built a house, where the Globe Hotel now stands. He lived later in the building now occupied by the Sturgis Library, where he died November 8, 1653. His son Barnabas was first judge of probate here, and another son Joseph, also an ancestor of Freeman H., was the first register of probate and register of deeds. While his family name thus comes from one of the pioneers of old Mattacheese, the mother of Freeman H.—Ruth Hinckley—was a lineal descendant of Plymouth Colony's last illustrious governor, and for two hundred and fifty years the two families have been prominent factors in this town and village.

Freeman H. received his early education in the private and public schools of his native village, and at the age of sixteen started "before the mast" on a merchant voyage to Australia and the East Indies. He afterward made another voyage to Liverpool and Calcutta, return-

ing just after McClellan's defeats in the Peninsula and in season to answer Lincoln's call for nine months' troops. While exempt from military duty, as a seaman in actual service, and before liberal bounties were paid, he volunteered as a private in August, 1862, and on September 12th was enrolled in Company D of the Forty-fifth Massachusetts Infantry. He followed the fortunes of the regiment and participated in the battles of Kinston, Whitehall and Goldsboro', in the first of which he was slightly wounded but not disabled from duty. After that battle he was made a corporal of the company, and was honorably discharged in July, 1863, with the regiment. In September of that year, Mr. Lothrop applied for and obtained a position as master's mate in the navy and was ordered to the Brooklyn Navy Yard for instruction. He was finally ordered to the United States Steamer *Agawam*, Alexander C. Rhind, commander, for service in the James river, and participated in an engagement at Four Mile Creek in July, 1864, and was in James river at the time of Grant's movements against Petersburg and on the banks of the James. He was promoted to acting ensign in December, 1864. In April, 1865, the *Agawam* being then at Newberne, N. C., news was received of the surrender of General Lee, and Mr. Lothrop, considering the fighting at an end, immediately tendered his resignation which was accepted in May, 1865. In June following, Mr. Lothrop was married to Hettie Freeman, daughter of Alvah Holway of Sandwich, a member of the Society of Friends. They have had four children: William Freeman, born in September, 1886; Ruth Hinckley, born July, 1868 (married Nath'l B. H. Parker of Hyannis); Joseph Henry, born June, 1870, and Bertha Warren, born in February, 1884, the latter being their only child now living.

In 1886, Mr. Lothrop was offered a position as railway postal clerk between Boston and Orleans, which position he held till September, 1872, when he resigned that office and was soon after called to act as assistant treasurer of the Barnstable Savings Bank, then one of the largest in southeastern Massachusetts. In 1881 he left his position in the bank to accept an appointment to the office of register of probate and insolvency for his native county, to which position he was soon elected and by re-elections has since continued to fill. While in the savings bank he became much interested in reading law, and after studying under the instruction of H. P. Harriman, Esq., was admitted to the bar, April 11, 1884.

As an attorney he gives his attention only to such office practice as does not interfere with his official duties, and the able and faithful discharge of his responsible trust as a record officer has been recognized and appreciated by the public which he serves. History has repeated itself, and to-day we find him carefully con-



H. A. Scudder
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tinuing the probate records which an ancestor with remarkable skill and care began as early as 1693.

William P. Reynolds, of Hyannis, was admitted to the bar April 5, 1887. He is a native of Oseola, Tioga county, Pa., where he was born in 1859. There and at Willsboro, Pa., he received his early education and at twenty years of age graduated from Cook Academy, Havanna, N. Y. He entered Amherst College in 1880 and after three years came to Barnstable and resumed the study of law with Judge Joseph M. Day. He taught the Hyannis high school from 1884 to 1888, prosecuting his professional studies during the interim, and until he was admitted to practice in the courts of the Commonwealth. Mr. Reynolds is now the superintendent of schools for Barnstable, and since early in 1889 has been associate editor of the *Cape Cod Item*.

HON. HENRY A. SCUDDER.—In the village of Osterville, where the waters of Vineyard sound wash the southern shore of Cape Cod, a son was born, on the 25th of November, 1819, to Josiah and Hannah (Lovell) Scudder. They gave to him the name of Henry Austin, and the Commonwealth knows him to-day in her political and judicial history as Judge Scudder of Barnstable.

The family name became a part of New England's history in 1635, when John Scudder, who was born in England, came to Charlestown, Mass. In 1640 he removed to Barnstable, where he was admitted a freeman in 1654, and where he died in 1689, leaving a wife, Hannah, and several children. His sister Elizabeth, in 1644, married Samuel, son of Rev. John Lothrop, and removed from Boston to Barnstable the same year. John Scudder, son of John and Hannah, was born in Barnstable. In 1689 he married Elizabeth, daughter of James Hamblin, and afterward removed to Chatham, where he died in March, 1742, and she in the January following. Their son Ebenezer, born in 1696, at Barnstable, married Lydia Cobb in 1725, and died in 1737. Their son Ebenezer, born in Barnstable in 1733, married Rose Delap in 1759, and died June 8, 1818. Their seven children, including Judge Scudder's father, were: Ebenezer, born August 13, 1761; Isaiah, born January 8, 1768; Asa, born July 25, 1771; Elizabeth, born October 12, 1773; Josiah, born November 30, 1775; James D., born October 27, 1779; Thomas D., born January 25, 1782. Of this generation, the youngest was a merchant, Josiah was a farmer, and the other sons followed the sea and became captains.

The children of Josiah Scudder were: Puella L., born December 3, 1800, married George Hinckley, and died August 30, 1885; Josiah, a merchant, born February 12, 1802, married first Sophronia Hawes and second Augusta Hinckley, and died December 29, 1877; Freeman L., a merchant, born March 16, 1805, married Elizabeth Hinckley, and

died December 3, 1832; Zeno, born August 18, 1807, with whose political and professional career the reader is already familiar; Persis, born August 14, 1810, married Joseph W. Crocker, and died April 24, 1844; Edwin, merchant, born September 23, 1815, married Harriet N. Phinney, and died May 25, 1872; Henry A. Scudder, the subject of this sketch, the youngest and the only survivor of the family.

At an early age Henry A. entered the common schools of his native village, and there gained the rudiments of an education. He then followed the example of most of the boys of his acquaintance and went to sea, commencing as he supposed his life work. Not being physically strong, however, and finding that the habits and duties of this life were uncongenial to him, he returned to his home after a period of about one year. He afterwards began a course of study in the Hyannis Academy, his apparent purpose being to qualify himself as a teacher. With this object in view, he continued his studies, teaching from time to time as occasion offered. During this period, through the influence and advice of his teachers, he became greatly interested in the languages and mathematics, and naturally conceived the desire for a college course. Having fitted himself for this he entered Yale College, where he graduated in 1842. He then studied law at Cambridge, was admitted to the Suffolk bar in 1844, and commenced the practice of his profession in Boston, where his wide acquaintance with the people of and from Cape Cod became a pleasure and a source of profit to him.

By 1857 he had won an unquestionable position at the bar. On June 30th of that year he married Nannie B., daughter of Charles B. Tobey, of Nantucket, and became a resident of Dorchester, still continuing his business relations with Boston. Four years later the people of Dorchester expressed their appreciation of their adopted citizen by giving him a seat in the Massachusetts legislature, where he faithfully served the district and the Commonwealth three consecutive years. In 1864 he was a member of the national convention which renominated President Lincoln. In 1869 Governor Claflin promoted him to the bench of the superior court of Massachusetts. In 1872 severe ill health obliged Judge Scudder to resign this office. Since that time he has resided a portion of his life abroad, and has now made Washington his winter home, and his old abode, at Willow Dell, in the village of Marston's Mills, his favorite summer resort.

During more than a quarter of a century, by his activity and uprightness as a lawyer, he impressed the bench and the bar with his keen sensitiveness on questions involving honor, justice and right. Like his brother, Zeno, he believed it ever the duty of the lawyer to add something to the good reputation of the bar. In 1882, when Governor Long tendered him the office of judge of the probate court

for Barnstable county, he declined the position for the same physical cause which compelled his resignation from the bench of the superior court ten years before; a cause so cruel and relentless that it has allowed no respite from that day to the present moment—a misfortune which, although blighting the fairest prospects, has not disturbed the genial spirit of the man; and which it is but justice to Judge Scudder to say he has borne with the greatest fortitude and patience.

Frederick C. Swift was born in Yarmouth, December 13, 1855. He graduated in the Yarmouth high school, read law for three years in the office of Judge Joseph M. Day, and was for two years in the law school of Boston University. He was admitted to the Barnstable county bar in October, 1880, and opened an office in Yarmouth Port. In 1889 he formed a connection with the law firm of Blackmar & Sheldon, 246 Washington street, Boston, reserving one day in the week for Yarmouth clients. In 1880 and 1881, in the absence of his father, C. F. Swift, in the legislature, he was in the editorial charge of the *Yarmouth Register*. In 1883 he was elected a commissioner of insolvency for Barnstable county, and was twice re-elected. He is also a director of Barnstable County Mutual Fire Insurance Company, secretary of the agricultural society and a member of the board of trustees of the Yarmouth library.

Ebenezer Stowell Whittemore, a member of the Barnstable county bar, from Sandwich, was born at Rindge, N. H., September 4, 1828. While a child, his father, with his family, removed to Illinois. At Elgin and Kalamazoo, he prepared for admission to the University of Michigan. After leaving the university, he entered the Dane Law School, at Cambridge, where he took the degree of LL.B. in 1855, after which he entered the office of C. G. Thomas of Boston, with whom he studied two years. On October 7, 1857, he was admitted to the bar in Suffolk county, on motion of Rufus Choate, and July 19, 1858, he opened an office in Sandwich, where he now (1889) resides. For fifteen years, also, he had an office in Boston. He has held the important position of trial justice of the county of Barnstable for thirty years. He has also held the office of county commissioner for nine years. In 1863 he was nominated for representative by the republicans of the district, but declined. Governor Andrew appointed him in 1862 commissioner to superintend drafting for the county of Barnstable. Mr. Whittemore has always identified himself with the educational and social features of his adopted home. He is an active and welcome addition to our Cape Cod Historical Society, of which he is the vice-president, and has contributed to its proceedings several valuable papers. He has written and delivered numerous lectures and essays for literary societies, and has often been called upon to preside over social, business and literary gatherings, where his urbanity and knowl-

edge of the proceedings governing public bodies have been of great advantage and importance.

THE LAW LIBRARY ASSOCIATION.—Under the statute providing that the attorneys of any county in the Commonwealth may organize as a law library association, such a step was taken by the Barnstable county lawyers early in 1889, and their by-laws were approved at Barnstable by Judge Sherman at the April term of the superior court. Prior to that time the library consisted only of the Massachusetts reports and documents, but in July, 1889, Hon. Henry A. Scudder presented to the association his valuable private law library, which is the nucleus of a collection to be gathered, which will be a credit to the bar and the county. The officers of the association are: Freeman H. Lothrop, librarian; James H. Hopkins, treasurer; and T. C. Day, clerk.

DISTRICT COURTS.—In March, 1890, an act of the legislature abolished the trial justice courts in the county of Barnstable and established two district courts. The first district court of Barnstable has jurisdiction in the towns of Barnstable, Yarmouth, Mashpee, Sandwich, Bourne, and Falmouth, of all civil cases wherein the damages claimed do not exceed three hundred dollars, and of all criminal offences not punishable by imprisonment in the State's Prison. The second district court of Barnstable has jurisdiction over like actions and offences in the towns of Dennis, Harwich, Orleans, Chatham, Brewster, Eastham, Wellfleet, Truro, and Provincetown. The first district court holds a daily session once a week at Bourne, and at other times at Barnstable. The second district court sits daily once a week at Harwich, and at other times at Provincetown.

Each court has a presiding justice receiving an annual salary of \$1,000, and two special justices. The justices hold office during good behavior. The first sessions of the new courts were held on the first Monday of May, 1890. Governor Brackett appointed Wm. P. Reynolds of Hyannis, and James H. Hopkins of Provincetown, justices of the two courts respectively.

CHAPTER XII.

MEDICAL PROFESSION.

BY GEORGE N. MUNSELL, M.D., OF HARWICH.

Introduction.—Barnstable District Medical Society.—Sketches of Physicians Past and Present.—Medical Examiners.

THE history of the medical profession of Barnstable county now covers a period of nearly two centuries, and the space allotted us, will not permit of long biographical sketches, but rather of dates and locations, so far as we have been able to obtain them. The members of the medical profession have been composed largely of prominent men, not only noted for their skill as physicians, but oftentimes coming to the front and taking an active part in the public affairs of the town, county and state. Many of them have been men of sterling worth, whose discretion and wisdom, combined with an extensive knowledge of human nature, have rendered them important factors in the great progressive questions of the day. Some of these we refer to in this chapter, while many others we are obliged to notice, only in brief, from the unfortunate fact that we have been unable to obtain the necessary information, and while we present to the reader a long list of honored names of those who have, during the past two hundred years, graced the medical profession, yet we feel that we have been obliged to leave unmentioned many a hero in the great arena of practical medicine, whose mission through life may have brought joy and comfort to many a suffering one, and though his name may not be written in the annals of the past, yet an honored record may be his, in the fact, that he blessed humanity.

The present membership of the Barnstable District Medical Society numbers twenty. In alphabetical order with the place of residence and year of admission the list stands thus: William S. Birge, Provincetown, 1883; Charles H. Call, Brockton, 1886; Thomas R. Clement, Osterville, 1874; Samuel T. Davis, Orleans, 1880; George W. Doane, Hyannis, 1846; Robert H. Faunce, Sandwich, 1884; Benjamin D. Gifford, Chatham, 1869; David R. Ginn, Dennis Port, 1878; Edward E. Hawes, Hyannis, 1887; Chauncey M. Hulbert, South Dennis, 1854;

George W. Kelley, Barnstable, 1884; Horatio S. Kelley, jr., Dennis Port, 1884; George N. Munsell, Harwich, 1860; Adin H. Newton, Provincetown, 1874; Franklin W. Pierce, Marston's Mills, 1880; Peter Pineo, Boston, 1850; Samuel Pitcher, Hyannis, 1881; John E. Pratt, Sandwich, 1880; Frank A. Rogers, Brewster, 1883; William N. Stone, Wellfleet, 1869.

Dr. Samuel Adams was a physician of Truro before the revolutionary war. He was born in Killingly, Conn., in 1745, studied medicine under Dr. Nathaniel Freeman of Sandwich, and went to Truro, where in 1774, he was appointed one of the committee of correspondence. He was an ardent patriot, and when the conflict began he entered the service as a surgeon, serving through the war with distinction. Upon leaving service, he settled in Ipswich, where he engaged in the practice of his profession until 1798, when, marrying Abigail Dodge, he removed to Bath, Me., where he continued to practice until his death in 1819. Doctor Adams was a man of ability, and was highly respected in the communities where he successively resided. That he was twice married is certain. His first wife, Abigail, died July 8, 1774, in her 24th year, at Truro, where a stone marks her resting place, and that of her infant child, who died July 31, 1774, aged four weeks. Dr. Adams had several children. His son, Rev. Charles S. Adams, was once pastor of the Congregational church in Harwich.

George Atwood practiced at Marston's Mills for two years prior to 1850, when he removed to Fair Haven.

Dr. Josiah Baker was a native of Tolland, Conn., and practiced medicine in South Dennis, where he died December 7, 1810, aged 31 years.

Dr. Isaac Bangs, born in that part of Harwich now Brewster, December 11, 1752, a son of Benjamin and Desire Bangs, graduated at Harvard College in 1771 and studied medicine. He entered the revolutionary army as lieutenant in Captain Benjamin Godfrey's company in 1776, and afterward was a lieutenant in Captain Jacob Allen's company in Colonel John Bailey's regiment, in service at New York. In 1779, he was doctor's mate on board the frigate *Boston*, Samuel Tucker, commander. He died September 12, 1780, in Virginia. He left some account of his service in the first years of the revolutionary war in manuscript.

Dr. Jonathan Bangs was an early physician of Harwich, residing in that part of the town now Brewster. He was son of Captain Edward Bangs of Harwich, and was born in 1706. He was in practice in the town as early as 1731. He died December 7, 1745, after three weeks' sickness, aged 39 years. He married widow Phebe Bangs, January, 4, 1732-3, and left one son, Allen.

J. W. Battershall, M.D., was a graduate from the College of Physicians and Surgeons in New York city in 1874. He was for three years surgeon in the British emigration service between London and Australia. He located at Yarmouth Port in 1870 and practiced medicine there two years, when he removed from the Cape.

William S. Birge, M.D., born in 1857 at Cooperstown, N. Y., is a son of D. L. and Amey (Spafford) Birge. He took a two years' academic course at the University of the City of New York, then studied medicine at the Long Island College Hospital, Brooklyn; at the medical department of Syracuse University and at the medical department of the University of the City of New York, where he was graduated in 1881. He practiced in Truro two years then came to Provincetown. He is a member of the Massachusetts Medical Society, and medical examiner for this district. For a time he was acting assistant surgeon in the United States marine service. He married Ella F., daughter of Zemira Kenrick.

Albert F. Blaisdell, M.D., was born in Haverhill, Mass., about 1847. He graduated from Dartmouth in 1869 in the class with Judge Hariman. He studied medicine at Harvard, and is now located at Providence, R. I. He was at one time teacher at Chatham and afterward taught school and practiced medicine in Provincetown before his removal from the Cape. He is author of several school text books and is now largely interested in educational work.

Dr. Benjamin Bourne, son of Timothy and Elizabeth Bourne, was born January 25, 1744, graduated from Harvard College in 1764, and married Hannah Bodfish. He had a large family, and left to them a large property. He was among the early practitioners of Sandwich.

Dr. Richard Bourne was a physician at Barnstable. He was born in that town November 1, 1739, and was a son of Colonel Sylvanus Bourne. He was well educated, but can claim no notice as a physician of importance. He will be remembered as the first postmaster at Barnstable. He died April 25, 1826, aged 86 years. The late Amos Otis, in his genealogical notes, has given an interesting and amusing account of him.

Dr. Eleazer C. Bowen resided in Marston's Mills from 1857 to 1860, and was succeeded by Dr. John E. Bruce from 1860 to 1862.

Dr. Nathaniel Breed was a physician of Eastham, residing in that part now Orleans. He married Anna, daughter of Thomas Knowles.

C. H. Call, M.D., was born in Warner, N. H., October 15, 1858, graduated from Harvard Medical College in 1881, and commenced the practice of medicine in Lowell, where he remained from June to August, 1881. From Lowell he went to Vermillion, South Dakota, where he resided until February, 1885, when he removed to South Yarmouth.

Dr. Elijah W. Carpenter was a successful physician of Chatham. He was born in Upton, Mass., January 31, 1814. He studied medicine at Boston under Dr. Perry, and came to Chatham about 1838, and settled. He married Mary H., daughter of Joshua Nickerson, Esq., and had four children. He removed from Chatham to Brooklyn, N. Y., and died there September 1, 1881, aged 67 years.

Dr. Chamberlain practiced medicine in West Barnstable about 1840, and was succeeded by Dr. Apollos Pratt for a few years.

Thomas R. Clement, M.D., was born March 19, 1823, in Landaff, Grafton county, N. H. He received his early education in the public schools of his native town and at Tyler's Academy, in Franklin, N. H. He studied medicine with Dr. Mark R. Woodbury, finishing with Dr. S. G. Dearborn, of Nashua, N. H. Graduating from the medical department of Burlington University (Vermont) in 1863, he began his medical practice in Mason, N. H. He was assistant surgeon in the Tenth New Hampshire regiment and held other government appointments until 1868. He practiced at Enfield, N. H., and in 1872 came to Centreville, two years later removing to the adjoining village of Osterville, where he has merited and secured a fair practice.

Dr. Daniel P. Clifford was a son of Samuel Clifford of Enfield, Mass., and for nearly fifty years practiced medicine in Barnstable county. His wife was Betsy Emery. The doctor has descendants living in several of the Cape towns. Benjamin F. Clifford of New York, and Samuel D. Clifford of Chatham Port, are his sons. Mrs. George W. Nickerson, the mother of Mrs. Judge Harriman is Doctor Clifford's daughter. The doctor died at Chatham, September 23, 1863, aged 77 years. He was a man of considerable literary ability, and held a conspicuous place among the physicians of his time.

Dr. Aaron Cornish was born in Plymouth, Mass., in 1794, practiced medicine in Falmouth from 1820 to 1854, and died in New Bedford, April 7, 1864.

Dr. Samuel T. Davis, born August 4, 1856, at Edgartown, Mass., is a son of Samuel N. and Adaline N. Davis. At the age of fifteen he left the public schools and attended Mitchell's Family School for Boys two years. He commenced the study of medicine in 1875, with Dr. Winthrop Butler, of Vineyard Haven, Mass., taking two winter courses (1875-6 and 1876-7) in the College of Physicians and Surgeons, New York city, graduating in February, 1878, from Bellevue Hospital Medical College. From December, 1877, to June, 1879, he was assistant house physician and house surgeon in Seamen's Relief Hospital. He was acting assistant to the Northwestern Dispensary for five months, and in July, 1879, came to Orleans, where he is still practicing. He is a member of the state medical society and was elected president of the Barnstable district society in May, 1889.



George H. Doane M D

Dr. John Davis was a physician in Eastham, now Orleans, after the close of the revolutionary war. He was born in Barnstable, October 7, 1745, and was a son of Daniel Davis. He united with the South church in Eastham, June 15, 1783. He removed to Barnstable, and was appointed judge of probate in 1800. By his wife, Mercy, among other children he had Job C., John, Robert, and Nathaniel. He died at Barnstable, May 27, 1825, aged 80 years.

GEORGE W. DOANE, M.D., the well known citizen and physician of Hyannis, is the eighth in lineal descent from Deacon John Doane, who came to Plymouth soon after its settlement in one of the two ships that followed the *Mayflower*. In 1633 he was chosen one of the assistants of the governor, and in 1636, with others, was joined with the governor and assistants as a committee to revise the laws and constitutions of the plantation. In 1642 he was again chosen assistant to Governor Winslow, and became a deacon of the Plymouth church before his removal to Nauset or Eastham in 1644. He was forty-nine years old when he arrived at Eastham and lived sixty years after, a prominent and useful citizen of the plantation. The spot where his house stood near the water, is still pointed out.

Deacon Doane's son, John Doane, jr., was appointed in 1663, by the court, a receiver of the excise or duty on the fisheries of Cape Cod. He married Hannah Bangs, and was the father of Samuel, who had three sons, of whom the youngest was Deacon Simeon Doane. Of the four sons of Simeon the eldest also earned the name of deacon and was Deacon John Doane of the last century. The oldest son of this younger Deacon John was Timothy, who was born in 1762 in Orleans, where he was subsequently a banker, bearing the sobriquet of King Doane. His son, Timothy, father of the subject of this sketch, born in 1789, was also a native of Orleans, where he learned the carpenter's trade. In the year 1816 he went to the Penobscot river, near Bangor, Me., and during the winter following he built a vessel, courted his wife, married her, loaded the vessel with lumber, and in the spring returned to Orleans. He called the vessel *Six Sisters*, that being the number of sisters he then had.

Of such parentage is Dr. George W. Doane, who at the age of fourteen, after several years at Orleans Academy, went to the Brewster High School one year, and in 1842 graduated from the Wesleyan Academy, at Wilbraham, Mass. In 1844 he graduated from the Harvard Medical School, just before the age of twenty-one, and at once began practice in the flourishing village of Hyannis, where he has since been one of its leading business men and where in forty-five years he has become one of the oldest and most experienced physicians on the Cape. In 1846 he became a member of the Massachusetts Medical Society, also that of Barnstable county, of which he

is an ex-president and one of the oldest and most honored members. Since 1882 he has been a medical examiner for the pension bureau and has long been marine hospital physician. The many duties of Doctor Doane forbid his filling any office which would demand much of his time, yet he has been a member of the town school board for many years and is active and prominent in the republican party, taking a deep interest in the body politic.

He is devotedly attached to the social side of life and loves his own pleasant home. He married in February, 1848, Caroline L. Chipman of Barnstable, who died January 27, 1866, leaving one daughter, Miss Hattie S. Doane, who is at the homestead with her father. May 23, 1868, Doctor Doane married Mrs. Susan P. Allen of Lowell, the widow of Doctor Allen, son of the missionary Rev. Dr. D. O. Allen. Her death occurred in Hyannis, May 20, 1889. Doctor Doane has been associated for forty-five years with the citizens of his town, and the county, in all the relations of an active life. As a physician he has been very successful in practice and is highly esteemed by the fraternity. His years of extensive experience and close reading have rendered his advice of great value to his medical brethren in cases requiring careful diagnosis; and his attendance is sought in consultation in his own and neighboring towns.

Dr. David Doane, an early physician of Eastham, Mass., was a son of John and Hannah Doane. He married Dorathy Horton, September 30, 1701, and had sons Jonathan, John, Nathan, Eleazar Enoch, Joshua and David. He died November 18, 1748, and lies buried in the old cemetery at Eastham.

Franklin Dodge, M.D., was born in West Groton, Mass., September 9, 1809, and died in Harwich, July 8, 1872. He prepared for college at the Leicester and Lawrence academies, and graduated at Amherst College in 1834, and from Dartmouth Medical College in 1837. He first practiced medicine in Boston, and came to Harwich in 1838, where he continued in practice to within a few months of his death. His daughter, Susan C., was married to Obed Brooks of Harwich, December 27, 1864. His eldest daughter, Georgianna, married Lewis F. Smith of Chatham, October 1, 1865.

Dr. Hugh George Donaldson, once a prominent physician of Falmouth, was born in London, June 21, 1757, and came to Cape Cod when 19 years of age. At Falmouth he taught school, pursuing his professional studies at the same time with Dr. Weeks. At the time of a great small pox excitement he became convinced of the truth of Doctor Jenner's theory of vaccination and sent to London to that medical benefactor for vaccine virus and was the first to introduce it into practice here. To prove the efficacy of the treatment to those who were incredulous and prejudiced, he placed members of his own

family in the small pox hospital after vaccinating them. He was much interested in the galvanic battery, then little used. He made one and experimented largely with it in his efforts to obtain knowledge of the wonderful power of electricity over disease. He died in 1814, of a malignant fever which prevailed in Falmouth at that time.

Dr. John Duncan was an early physician in Harwich. He removed to Boston before 1737, and died before 1756. He married Kesiah Baker of Eastham.

Erastus Emery, M.D., was born in Chatham, August 7, 1840, received his early education in the public schools of Chatham, and studied medicine with Dr. M. E. Simmons of Chatham. He graduated from Harvard Medical College in 1869, practiced medicine in Truro, Mass., for nine years, and died in Chatham, at the residence of his father John Emery, the 16th of January, 1878.

Dr. R. H. Faunce, born in 1859, is a son of Joshua T. Faunce. He graduated in June, 1882, from Harvard Medical College, and was surgical house officer in the Free Hospital for Women, at Boston, for a year, when he began practice in Sandwich.

Rev. Benjamin Fessenden, son of Nicholas and Mary (or Margaret) Fessenden was born January 30, 1701, graduated from Harvard College in 1718, was ordained September 12, 1722, and was the first person known in the practice of medicine in Sandwich. He died August 7, 1746.

Dr. William Fessenden was born in Sandwich, September 25, 1732, and settled as physician in that part of Harwich now Brewster before 1759. He married Mehitable Freeman of Harwich, February 24, 1756, had nine children, and died November 5, 1802.

Dr. William Fessenden, son of Doctor William, was born in Harwich, now Brewster, and married Pede Freeman in 1807. He had five children. He died at Brewster, June 17, 1815. She died December 9, 1812.

Dr. Oliver Ford first practiced medicine at Marston's Mills, and moved to Hyannis in 1832, where he resided the remainder of his life, in active practice.

Dr. Nathaniel Freeman, an eminent physician of Sandwich, was a son of Edmund Freeman who married Martha Otis, and was born in North Dennis, March 28, 1741-2, where his father was engaged in school teaching. Removing to Mansfield, Conn., with his father's family, he completed his course of medical studies with Doctor Cobb, of Thompson, and returned to his father's native town, and commenced the practice of medicine, where he attained to distinction as a physician and surgeon. Dr. Freeman was a distinguished patriot, and leader of the patriots in the county during the revolutionary period. He died at Sandwich, September 20, 1827. He was three times

married and was the father of twenty children, one of whom was Rev. Frederick Freeman, the historian.

Dr. Matthew Fuller, the first regular physician in Barnstable, came to this country about 1640. His parents came in 1620, in the *Mayflower*, leaving him in care of friends. He never saw them afterward as they died soon after their arrival at Plymouth. Doctor Fuller was a man of prominence in the colony. He was surgeon general of the Plymouth forces before and after Philip's war, and was captain in the war. He died at Barnstable, in 1678. He left children. His wife was named Frances and probably came with him to this country. Doctor Fuller resided at West Barnstable.

Dr. John Fuller, son of Dr. Matthew, settled near his father's place at Scorton Neck. He was twice married, and he had three children, one son and two daughters. He died in 1691.

Charles F. George, M.D., came to Centreville and practiced medicine from 1865 to 1872. He then removed to Goffstown, N. H., where he now resides.

Dr. Benjamin D. Gifford, born November 19, 1841, at Provincetown, is a son of Simeon S. and Marinda A. (Dods) Gifford. He attended Westbrook Seminary, Maine, and Englewood school, New Jersey, graduating from the classical department of Madison University, New York, in 1864 and from Albany Medical College two years later. He practiced in Fond-du-lac, Wis., two years, in Gloucester, Mass., two years and in 1871 came to Chatham, where he has since practiced.

DAVID R. GINN, M.D.—The first of this name who came to the continent from England was Edward K. Ghen. He settled in Maryland last century, rearing three sons, one of whom remained in Maryland, one removed to Provincetown and one to Maine, where the subject of this sketch was born May 1, 1844, at Vinalhaven. From the age of eight he was more or less on the sea until 1865. When nineteen years of age he enlisted in the Union army in the Second Maine Cavalry, Company E, and after nearly two years was transferred to the navy where he served under Farragut in the capture of the forts of Mobile bay. He was discharged in 1865, returned home, and commenced his professional studies. After a suitable education at Oak Grove Seminary he entered in 1869 at Harvard, where he graduated in medicine February 14, 1872. In November, 1873, he came from Martha's Vineyard to Dennis Port and began practice. His business success, the erection of fine blocks in Dennis Port, are fully mentioned in the history of that village. In 1884 he erected in Harwich, near Dennis Port, his fine residence which, with his block of stores, is the subject of an illustration in the proper connection. Since locating here the doctor has gained a large practice in his own and



David R. Ginn M.D.

adjoining towns, requiring three horses and two carriages to enable him to satisfy the calls. He is a member of the Massachusetts Medical society and of the Barnstable district, and occupies a prominent position in the profession.

He was married January 8, 1885, to Annie E. Chase, daughter of Darius and granddaughter of Job Chase. His children are: Lucy Lillian, James Richard, and David Clifton. His professional duties forbid the acceptance of civil trusts but he finds time for those social enjoyments pertaining to his family, the Lodge and the Baptist church. In his profession, his business and his republican principles he steadily maintains that perseverance which has assured him the present measure of success.

Willis Webster Gleason, M.D., was born in Chelsea, Mass., May 29, 1853, and graduated from Boston Medical University in 1877. He practiced medicine in Gardner, Mass., one year, and then moved to Provincetown continuing in practice there until 1889, when he moved to New York where he is now located. While a resident of Provincetown he was medical examiner for two years, and Marine Hospital surgeon for one year.

William B. Gooch, M.D., was born in Maine, and graduated at Brunswick Medical College. He practiced for many years at North Yarmouth, Maine. Leaving there, he was appointed American consul at Aux Cayes, and leaving that position about 1843 he came to South Dennis, where he practiced until 1851, when he removed to Lowell. In 1853 he went to California, and returned to South Dennis in 1854. In 1855 he moved to Truro, where he died June 29, 1868, aged 72 years, and his remains were buried in South Dennis.

Dr. Charles Goodspeed was born in June 1770, and practiced medicine for many years in Hyannis and vicinity. He died in Sandwich March 29, 1848, and was buried in Hyannis. His son was Captain Charles Goodspeed who resided where the Iyanough House now stands.

SAMUEL H. GOULD, M.D.—This eminent physician, who for nearly four-score years practiced successfully in Brewster and the adjoining towns, was born at Ipswich, December 19, 1814. His school days in his native town were supplemented by a course of training in Topsfield Academy and at Bradford, after which he taught with good success in the public schools of Methuen, Hamilton and Wenham. Subsequently he turned his attention to the science which was to become his life study and the art which was to be his life work. After studying medicine with Dr. Nathan Jones and Dr. E. N. Kittridge in Lynn, he graduated from Bowdoin Medical College in 1839, and located in Eastham in 1840. Remaining a few years there, he settled at Brewster in 1844, where he resided and practiced until his death, August

25, 1882. Here he occupied a prominent position in his profession, and in the social and civil relations of life. He was elected in 1867 to represent his district in the legislature, and was re-elected in 1868. He served the town eleven years as town clerk and treasurer, and for many years was chairman of the school board. Years ago, when many of the savings banks in the state closed their doors, he, being a director in the Harwich Institution of savings, assumed, by earnest request, its presidency in its most trying time, and to him was accredited its escape from embarrassment.

In his profession he was a constant attendant upon the meetings of the District Medical Society, of which he was an early and valued member; and as a careful practitioner and counselor was highly esteemed. These professional calls were not the only blessings he conferred upon the sick. His pastor, Rev. Thomas Dawes said of him after his death: 'He was a man who looked beyond himself, and thought a devoted mind and religious faith essential to his patients; and possessed those qualifications that secured the confidence of men. At his funeral his pastor was constrained to confess the doctor's great help to him in the sick-room. Doctor Atwood, of Fairhaven, said: Doctor Gould presents a character eminently worthy of commendation, for in whatever situation in life he was placed his influence was always on the side of progression—in action, in morals, and every cause tending to the elevation of mankind. By those who knew him best in the social, daily round of life, his individuality, ready sympathy and usefulness will be longest remembered. The marked feature of his character around which a halo of light will ever cluster, was his loving kindness in the scenes of suffering to which his duty as a physician, neighbor and friend called him. He ministered alike faithfully to the poor and the rich, and the poor who knew him well can best fathom the depth and fulness of his generosity. To a friend he was a never failing adviser and helper, and in his honesty could endure no shams. At his death the profession lost a careful practitioner, his family a devoted husband and father, the community a valuable citizen, and this world lost one of the world's true noblemen.

Doctor Gould was a representative of a long line of worthy ancestors, the first to New England being Zaccheus, who settled near Salem in 1638. The male line of descent from this first comer, was John, Zaccheus, John, John, to Amos, the father of the subject of this sketch. Amos Gould married, in 1797, Mary Herrick, of whose nine children the sixth was Dr. Samuel H. Gould, who married, November 25, 1840, Abigail S., daughter of Moses Foster of Wenham. Her father was a sea captain thirty years in the merchant service. Of his seven children the only son was killed by a



Samuel H. Gould.

fall from the mast, and besides Mrs. Gould one older daughter, Mrs. Harriet Haskell, survives.

Doctor Gould had three children: John E., born October 2, 1842, who died at the age of four years; Charles E., born July 9, 1849, who married M. Addie Davis of Wenham, and has one child—Susan C.; and George A. Gould, born February 25, 1854, who married Ellen M. Cook of Lowell, and who also has a daughter named Abigail M. Gould. The widow of Doctor Gould occupies the homestead at Brewster.

Solomon F. Haskins, M.D., was born in Prescott, Mass., September 8, 1858. He moved to Orange when a small boy and there received his early education; entered Dartmouth Medical College in 1876, graduating in 1879, and was one year in the University of Michigan under special instruction from Prof. E. S. Dunster. He came to Yarmouth in 1880, and remained there in practice four years, then removed to Hudson to engage in the drug business. In 1888 he removed to Orange, where he is now practicing.

Dr. Edward E. Hawes, druggist and physician at Hyannis, was born in Maine, in 1862, and was educated at Pittsfield, Me., and at Bowdoin College. After a course in medicine at New York he took his degree at the Vermont State University in 1886.

Dr. James Hedge practiced medicine and was succeeded by Dr. George Shove.

Dr. Abner Hersey, a very eminent physician and surgeon of Barnstable, was born in Hingham, in 1721, came to Barnstable in 1741, and commenced the study of medicine with his brother James, whom he succeeded in 1741. In a short period he commanded an extensive practice which never decreased during his lifetime. He married Hannah Allen of Barnstable, October 3, 1743, and died January 9, 1787. By will, Doctor Hersey gave five hundred pounds, "for the encouragement and support of a professor of physic and surgery at the University in Cambridge, and a number of books for the library." He kindly remembered the thirteen churches of the Congregational order in Barnstable county, by giving them the use and improvement of the remainder of his estate, forever, after the decease of his wife, and the payment of the legacy to Harvard University. The late Amos Otis has said of him: "Forgetting his eccentricities, he was a most skilful physician, a man whose moral character was unimpeached, of good sense, sound judgment, a good neighbor and citizen and an exemplary and pious member of the church."

Dr. James Hersey was born in Hingham, Mass., December 21, 1716, and settled in Barnstable before 1737. He was twice married. His first wife was Lydia, daughter of Colonel Shubael Gorham by whom he had a son, James. His second wife was Mehitabel, daughter of

John Davis, Esq., by whom he had a son, Ezekiel. Doctor Hersey was a very skilful physician, and had an extensive practice in the county. He died July 22, 1741.

Dr. Thomas Holker was a practitioner of note in Wellfleet early in the last century. Nothing is known of his history except that he was an Englishman of learning and ability who practiced in the town and vicinity and was much respected. He was buried in the old burying ground at the head of Duck creek prior to 1765, for tradition says that when the addition to the church was made that year, it extended over his grave.

Dr. Nathaniel Hopkins, son of Prentice and Patience Hopkins, was born in that part of Harwich now Brewster, January 27, 1760. He studied medicine and settled in East Brewster. He was a physician of standing and was prominent in the movement to divide the town in 1803. He was the first clerk of the Baptist church in Brewster, of which he was one of the first members. He married Ann Armstrong of Franklin, Conn., in 1799, and had ten children; eight sons and two daughters. Only two children settled in Brewster. Joseph Hopkins, the fourth son, settled in Mount Vernon, Me., where he died a few years since. Doctor Hopkins died at East Brewster, March 26, 1826.

Dr. Thomas Hopkins, son of Dr. Nathaniel Hopkins, was born in Brewster, in 1819, and studied medicine at Philadelphia. He practiced his profession a short time in his native town, then removed to Scituate, Mass., where he practiced many years; but failing health compelled his return to his native town and giving up professional work. He was somewhat eccentric, but was a thoroughly good man, respected and honored. He died suddenly, November 28, 1878.

Dr. Zabina Horton settled in Dennis as a physician before the present century. He died November 14, 1815.

CHAUNCEY MUNSELL HULBERT, M.D., is one of the oldest living practitioners of this county. He was born in East Sheldon, Franklin county, Vt., on the ninth of November, 1818, and received his education at Johnson Academy. His studies were vigorously prosecuted with Dr. Horace Eaton, governor of Vermont, and subsequently a professor in Middlebury college. He attended lectures at Pittsfield, Mass., completing the medical course at Woodstock, Vt., where he graduated in 1844. He commenced practice at Franklin, Vt., but after two years removed to East Berkshire in the same state. In 1852 he came to South Dennis, where he has since practiced his profession successfully. His ride has been extensive and his long ripe experience has made his services valuable. He is a member of the State Medical Society; has been president of the Barnstable district, and for the past fifteen years its treasurer.

In 1845 he married Lovina Paul, who died in 1865. Their son,



C. M. Hulbert

Munsell P., died September, 1851, aged two years. He was married in 1869, to Mrs. Lydia N. Chase, a widow with two daughters. The second wife died in 1885. Her only surviving daughter married Willis G. Myers, of Portsmouth, N. H., with whom and their two children the doctor continues the most affectionate relations.

Of him a brother in the profession says: The doctor is a practical man and has no patience with subtle theories, but keeps steadily along the well-beaten and reliable path of his profession, using every well established practice. His penchant for the practical side of his profession is illustrated at every meeting of the district society where he has a case to relate concerning his own treatment, on which he solicits the opinion of his confreres. He has a high appreciation of humor and wit, and no one of the Barnstable society adds more piquancy and humor to the after-dinner sociability. The results of his experience are always sought by the younger members of the profession, and he most sympathetically enters into their hopes and plans. He is a typical physician, full of zeal for the success of his labors, and is actuated by the highest Christian principles.

Dr. Samuel Jackson resided in Barnstable.

Dr. Thomas P. Jackson practiced medicine in Harwich and afterward at Marston's Mills from 1843 to 1845. He died in Italy.

Dr. F. H. Jenkins has practiced medicine for many years in West Barnstable, where he now resides.

Leslie C. Jewell, M.D., was born in Wales, Me., April 20, 1852, received his academic education at Bates' College, Lewiston, Me., and graduated in medicine at Boston University in 1876. He then settled in Cape Elizabeth, Me., where he practiced till 1881, when he removed to Chatham, Mass., and remained in active practice there nearly seven years. He is practicing now at Auburn, Me.

Ellis P. Jones, M.D., was born in Brewster, January 24, 1853, was educated in the University of Vermont and graduated July 15, 1889. He then located in Orleans, where he formerly resided, and commenced the practice of medicine.

Luther Jones, M.D., was born in Acton, Mass., in 1817. He commenced the practice of medicine in South Yarmouth in 1846, where he was married in 1847. Later, on account of ill health, he went to California, where he died in 1862. Millard Jones, of Yarmouth, is his son.

G. Wallace Kelley, M.D., was born November 7, 1856, at Newburyport, Mass. His early education was in Newburyport High School, and June 26, 1878, he was graduated from Harvard Medical School. He began practice at the New York Hospital in 1879, and located in Barnstable in November, 1883, where he now resides and enjoys a fine practice.

Horatio S. Kelley, jr., M.D., was born July 24, 1854, in Dennis. He is a son of Horatio S. and grandson of Nehemiah Kelley. His mother was Olive, daughter of Doane Kelley. Dr. Kelley was first educated in the schools of his town, then entered his father's store, where he remained until 1880, studying medicine in the meantime. In 1880 he went to the Boston University Medical College for a short time, in 1882 entered College of Physicians and Surgeons at Boston, and in 1883 went to University Medical College of New York, where he graduated in 1884, beginning practice as a physician at that time. Doctor Kelley, with Doctor Hulbert, built a store at West Dennis in 1885. He purchased Doctor Hulbert's interest in 1888, and still continues the business.

Dr. Jonathan Kenrick, youngest son of Edward and Deborah Kenrick, was born in that part of old Harwich now South Orleans, November 14, 1715. His father was a trader, and the first of the name who settled in the town. Doctor Kenrick married Tabitha Eldridge, of Chatham. His career as a physician was short. He died July 20, 1753, and lies buried in the old cemetery at Orleans, where a slate stone with inscription marks the place of his sepulture. It is said he was "a learned, amiable man and an eminent physician." He left three children: Samuel, Anson and Jonathan. His house stood but a few feet from the house of Seneca Higgins.

Dr. Samuel Kenrick, eldest son of Doctor Jonathan, was born in 1741, studied medicine with Dr. Nathaniel Breed of Eastham, and settled upon his father's place. He had a large field of labor, and was a successful practitioner. He attained, it is said, a high eminence as a physician in this section of the county. He died February 10, 1791. He married Esther Mayo of Eastham, and had seven children. The sons were Samuel, Jonathan (father of the present Alfred Kenrick, Esq., of Orleans) and Warren Anson, who studied medicine and settled in Wellfleet, where he died February 10, 1808, aged 44 years. Dr. Samuel Kenrick lies buried in Orleans, where a stone with inscription marks the spot. His widow, Esther, died in January, 1827, aged 86 years.

Leonard Latter, M.D., born in 1843, in Sussex, England, is a son of Leonard Latter, and he passed the London College of Pharmacy and was a drug clerk in England, ten years, and came to Barnstable county in 1869. He entered a medical college in Maine and after one term there, went to the Detroit Medical College from which he graduated in 1875. After a short practice in Michigan and in Iowa, he returned to Barnstable county, locating at Monument Beach in 1883, where he still practices. He was married in 1886 to Mrs. Margaret W. Bradbury.

Doctor Jonathan Leonard, an eminent physician of Sandwich, was



J. Leonard

born in Bridgewater, Mass., February 17, 1763, and graduated at Harvard College in 1786. He settled in Sandwich about 1789. He was a member of the Massachusetts Medical Society. He died January 25, 1849, aged 86 years. He married Temperance Hall, May 10, 1796, and he had five children.

JONATHAN LEONARD, M.D.,* was the son of the above mentioned Dr. Jonathan Leonard. He was born in Sandwich January 7, 1805, was educated in the Sandwich Academy and at Harvard. Choosing medicine as a profession he commenced practice with his father in 1827, and continued in practice up to a short time before his death, January 29, 1882.

A friend writes of him as follows: "A brow on which every god did set his seal to give the world assurance of a man." For many, many years the most striking figure in all our town was Doctor Leonard. Highly educated, the son of a famous physician and himself a graduate of Harvard Medical School, he at once took a leading position in his native town, not only as a man, but as a physician and surgeon. Who that ever saw him in his later years and conversed with him can forget his appearance and the impression he left behind—that glorious head of white hair, the serene, yet withal, kindly and intellectual expression of the face, the erect form, the firm set mouth, the quick and penetrating glance of the eye, all marked him as a man highly gifted by nature and of great intellectual ability.

As a professional man he was highly respected among his brethren, stood side by side and ranked with the best among them. He possessed, in a large degree, what ought to be common, but which we, after all rarely find,—the gift of common sense, and used it successfully. As a consequence his services and opinions were sought for far and wide. At once he gained the confidence of his patients and when gained it was never lost. His hand was soft as thistle down to the throbbing pulse and aching brow. The writer still remembers the touch of that hand. But the life of man is limited. After a long and successful practice, many years of honor, at the age of three score and seventeen years, as ripe fruit in autumn falls from the tree—he was quietly gathered to his fathers—and one day the town in which he had so long lived, found he had "passed on beyond the gates." It can truly be said of Doctor Leonard that he was one of "nature's noblemen," "that the world is better for his having lived in it." He was deeply interested in all that pertained to the welfare of his native town, particularly its educational interests. In his religious views he was broad and liberal, and was always a liberal contributor to that branch of the Christian church whose teachings were in harmony with his own religious thought.

* By Hon. Charles Dillingham.

He was twice married: first in 1830 to Miss Alice C., daughter of Samuel H. Babcock, Esq., of Boston; second in 1868 to Mrs. Mary T. Jarvis, daughter of C. C. P. Waterman, Esq., of Sandwich, who, with the daughter by the first marriage and a son by the second, resides on the old homestead in Sandwich.

Dr. Samuel Lord was a physician of Chatham. He was a son of Rev. Joseph Lord, and was born, probably in South Carolina, June 26, 1707, where his father was then settled. He came to Chatham with his father's family in 1719, and died of small pox early in 1766.

Lyman H. Luce, M.D., of Martha's Vineyard, practiced medicine at Falmouth from 1869 to 1880. He then removed to West Tisbury, Mass., where he now resides. He married Lizzie, daughter of Captain John R. Lawrence of Falmouth.

Henry E. McCollum, M.D., a graduate of Bowdoin Medical College, practiced medicine at Marston's Mills from 1847 to 1868, and subsequently died there.

William M. Moore, M.D., born in 1848 at Barnet, Vt., is a son of William Moore. He received a preparatory course at St. Johnsbury Academy and graduated July 1, 1880, from Burlington Medical College, Vermont. He practiced in St. Johnsbury and adjoining towns in Vermont, also in Carroll county, New Hampshire, from 1880 until 1888, and since October of that year has been located in Provincetown. He is a member of the White Mountain Medical Society, and of the Carroll County Society. He married Emma J., daughter of George L. Kelley.

GEORGE M. MUNSELL, M.D.,* born December 14, 1835, at Burlington, is the only son of Rev. Joseph R. Munsell, for years pastor of the Congregational church at Harwich. Doctor Munsell's earlier education was received in Hampden and Belfast Academies, after which he studied medicine with Dr. C. M. Hulbert of South Dennis. In March, 1860, he graduated from the medical department of Harvard College, and at once commenced practice in Bradford, Me., where he remained one year. In 1861 he returned to Harwich as an associate of Dr. Franklin Dodge. In July, 1862, he entered the army as first assistant surgeon of the Thirty-fifth Regiment of the Massachusetts Volunteers; but resigned his commission, April, 1863, on account of ill health and returned to Harwich, Mass., where he has since actively pursued the practice of medicine. He has been for eight years medical examiner of the county; as a member of the Massachusetts Medical Society he served one year as president of the Barnstable district and one as vice-president of the state society; and now is medical director of the state department of the G. A. R., also is on the national staff.

* By the editor.



Geo. N. Munsell M.D.

The doctor takes a keen interest in the social and civil affairs of life, in which he is an important factor. The interests of the G. A. R. have engaged his attention for several years, and four years he was commander of F. D. Hammond Post, which includes the towns of Harwich, Chatham, Eastham, Orleans, Brewster and Dennis. In November, 1889, he was elected the Republican representative from the second district of Barnstable county. In June, 1860, he married Lizzie K., daughter of Miller W. Nickerson, who was the son of Eleazer Nickerson of South Dennis. Their two daughters are: Louise H. and Lizzie T. Munsell. But few practitioners possess as fully as Doctor Munsell the respect and admiration of patients. His affability, practicability, and ambition to excel have made him successful in every walk of life.

Dr. A. H. Newton was born in Vermont in 1817, and began the practice of medicine in Truro, Mass., in 1850, where he remained until 1866, when he removed to Chatham. In 1876 he went to Provincetown, where he has practiced to the present time.

Dr. E. C. Newton, fifth son of Dr. A. H. Newton, graduated from Bellevue New York Medical College in 1887, practiced two years in Provincetown, and is now settled in Everett, Mass.

Dr. F. L. Newton, third son of Dr. A. H. Newton, graduated from Boston University Medical School in 1884, and practiced in Provincetown for two years. He then studied one year in Dublin and Vienna and settled in Somerville, Mass., where he is now in practice.

Dr. Stephen A. Paine, son of Moses and Priscilla Paine, was a successful physician of Provincetown. He was born in Truro in 1806, and spent the whole of his professional life in Provincetown. It has been well said, "but few men have been more useful and more trusted than he." He was deeply interested in education, and for many years on the school board, and the chairman many years. He was a representative from Provincetown in 1841 and 1842. He died September 3, 1869, leaving no children. He was an esteemed member of King Hiram Lodge. He was a lineal descendant of Thomas Paine, one of the first settlers of Truro.

Dr. Daniel Parker was born in West Barnstable in 1735 and died in 1810. His house was near the present Barnstable town house. John W. B. Parker, of West Barnstable, is one of his grandchildren.

John H. Patterson, M.D., was born in South Merrimack, N. H., March 2, 1863, graduated at Phillips Academy, Andover, Mass., in 1882, at Dartmouth College in 1886, and Dartmouth Medical College in 1889. He commenced practice in Harwich in December, 1889, in place of Dr. George N. Munsell, who was elected member of the house of representatives, and obliged to give up his practice for several months.

Franklin W. Pierce, M.D., was born in Edgartown, Mass., on the 11th of September, 1852. Dr. Hugh G. Donaldson was his maternal great-grandfather. He graduated from Wilbraham Academy in 1872, and from Yale University in 1876. He graduated from the University of New York City Medical College in 1879, and in May of that year commenced the practice of medicine in Centreville. Six months later he removed to Marston's Mills, where he has since resided, and is one of the medical examiners of Barnstable county. June 14, 1884, he married Annie Augusta Hale of Brunswick, Me., and has one son, born November 24, 1888. His wife died April 23, 1890.

Peter Pineo, M.D., was born in Cornwallis, Nova Scotia, March 6, 1825, studied medicine there four years, attended one full term at Harvard Medical College, and subsequently graduated from Bowdoin Medical College in May, 1847. He first practiced medicine in Portland, Me., and in Boston, Mass., and settled in Barnstable in 1850, as the successor of Doctor Jackson. He removed to Groton, Mass., in 1853, where he practiced until 1859, when he accepted the professorship of medical jurisprudence and clinical medicine in Castleton Medical College, Vermont. In June, 1861, he was commissioned surgeon of the Ninth Regiment Massachusetts Volunteers, and entered active service. In August, 1861, he was commissioned brigade surgeon of United States Volunteers, and served on the staffs successively of Generals James S. Wadsworth and Rufus King, and was General McDowell's medical director during the second Bull Run battles. He also was serving on the staff of General George G. Meade, as medical director of the First Army Corps, at Antietam, and South Mountain, in 1862. In November, 1862, he was ordered to Washington in charge of Douglass General Hospital (600 beds) and in March, 1863, was commissioned as lieutenant colonel and medical inspector of United States Volunteers and ordered to inspect the Department of the Gulf, General Banks commanding. During the years 1863-1865, he inspected every army on the Atlantic coast from Washington to Texas. He was consulting surgeon of Jefferson Davis during his confinement at Fortress Monroe. In 1866 he settled in Hyannis and took charge of the United States Marine Hospital Service of Barnstable county until 1880, when, on account of ill health, he relinquished the practice of medicine, and has since resided in Boston.

Dr. Samuel Pitcher, of Hyannis, the originator of the famous Pitcher's Castoria, was born in Hyannis, October 23, 1824. His great-grandfather, Joseph Pitcher, came here from Scituate. Doctor Pitcher began the study of medicine in 1840 with Dr. S. C. Ames of Lowell, and during the half century since then, he has given his thought and attention to the study and practice of the healing art. In 1847-8 he was in the College of Medicine at Philadelphia, and in the latter year be-

gan the experiments which twenty years later led to the introduction of Castoria, from which in 1869 he realized \$10,000. He was at Harvard Medical College in 1850, and except when away as a student, has continuously resided at Hyannis, where his ability and worth as a citizen and physician have long been recognized. He is a member of the Massachusetts Medical Society and a director of the First National Bank of Hyannis.

D. L. Powe, M.D., was born on Prince Edwards Island, April 28, 1853, and removed to Boston in 1874, after having received the educational advantages afforded by the graded schools of his native place. In 1879 he attended the first course of lectures ever given in the Maine Eclectic Medical School, and graduated three years later. This school subsequently came under another management and is now extinct. In 1883 he located in Boston, became a member of the Eclectic Medical Society of Massachusetts, practiced a year and in the following March came to Falmouth where in February, 1885, he married Captain N. P. Baker's daughter, Mary F. He succeeded Dr. J. P. Bills, who had practiced some five years in Falmouth and Pocasset.

John E. Pratt, M.D., was born in 1850 in Freeport, Me. He attended the schools of Meriden, N. H., took a classical course at Dartmouth, and in 1877 graduated from the Dartmouth Medical School. From 1877 to 1880 he practiced medicine in Auburn, N. H. In 1880 he came to Sandwich where he has since practised. He is a member of the Massachusetts Medical Society. He was married in 1878 to Sarah E. Cornish, and has two daughters.

Dr. Apollos Pratt succeeded Doctor Chamberlain in the practice of medicine at South Yarmouth, and died in 1860.

Dr. Greenleaf J. Pratt was born in Mansfield, Mass., in 1794, and settled as a physician in Harwich about 1815. He had an extensive practice for many years. He was a representative from Harwich in 1827, and several years on the school committee. He resided at North Harwich, where he died January 13, 1858. He married Ruth, daughter of Anthony and Reliance Kelley, April 2, 1818, and had four children.

Thomas B. Pulsifer, M.D., born in 1842 in Maine, is a son of M. R. Pulsifer, M.D. He was in Waterville College from 1859 until 1861, when he entered the army in the First Maine Cavalry. He studied medicine with his father for some time, and finally graduated from Hahnemann College of Philadelphia in 1872. In 1873, he came to Yarmouth where he has practiced since that time. He married Anna, daughter of Benjamin Gorham, and has two children—Cora R. and Gorham.

Dr. Clinton J. Ricker,* who died at Chatham, Mass., March 15, 1886, was born at Great Falls, N. H., January 29, 1847. He was the

* By Prof. M. F. Daggett of Chatham.

youngest of the five children of Captain and Mrs. Josiah Clarke of Great Falls. His mother dying when he was but a few weeks old, and his father wishing to make a long journey from home, the boy was received into the home of Mr. and Mrs. Allen Ricker, residing near Milton Mills, N. H., who adopted and reared him as their son. Here he passed his boyhood days, receiving the meager advantages of the district school in winter and developing his muscles on the farm in summer.

His life was uneventful until he arrived at the age of sixteen years, when, like many other New England boys in that time of our country's greatest need, he determined to enter the service as a soldier the consent of his foster parents being refused on account of his youthful age, a compromise was effected by his going out as servant to his brother, C. Clarke, a captain of cavalry in the regular army, who promised to restrain the boy's youthful impetuosity and protect him from all harm. This promise was, however, unavailing, for in the heat of battle, though commanded to remain in the rear, he forgot his brother's rank and authority, and, burning with military ardor, he rushed into the fight and did effective service, bringing back as proofs of his contact with the enemy, wounds received from a rebel ball and sabre stroke.

In 1865 we find him at Milton Classical Institute, studying French, Latin, and other branches preparatory to a college course; and later at Bowdoin College, Brunswick, Maine, from which he probably graduated in 1871, entering the Bowdoin Medical School the same year, where he took two courses of lectures. In 1873 and 1874 he continued his medical studies at the College of Physicians and Surgeons, New York city, taking high standing in a large class and graduating in 1874. He soon commenced the practice of his profession at New Market, N. H., and entered at about the same time into partnership in the drug business at Dover. His efforts in his chosen occupation seemed marked with success, his skill soon became known, and his practice largely increased. But reverses were in store for him. Hard work and exposure, incident to a large country practice, undermined a naturally strong constitution and he suffered a stroke of paralysis, which prostrated him for many months, and from which he never fully recovered. At the same time his business partner at Dover, taking advantage of Doctor Ricker's enforced absence, purchased a large stock of goods on as long credit as possible, and selling the goods at a discount for cash, absconded with the funds and drove the firm into bankruptcy. These and other financial losses, together with his long illness, prevented Doctor Ricker's return to practice at New Market, and the winter of 1878 he spent in Stockbridge, Mass., having been invited to care, temporarily, for the business of Doctor Miller.

Doctor Ricker next secured the appointment as assistant port physician at Boston, and here he was recognized as a skilful physician and competent official. This position he retained until his health, which had been for some years delicate, again broke down, and he was compelled by change of climate and a voyage at sea to seek its restoration.

In the fall of 1880 he came to Chatham, Mass., where he continued in practice during the remaining years of his life, and where his genial manners, sympathetic nature, and earnest efforts in behalf of his patients, as well as his marked ability as a physician and surgeon, won for him the enduring respect, confidence, and esteem of the people.

May 21, 1879, Doctor Ricker was united in marriage to Miss Louise B. Martel, of Newton, Mass., a lady of intelligence, refinement and good education, a descendant of a family once famous in French history. This lady, who survives her husband, testifies to his having possessed the many excellent qualities of mind and heart that make the domestic life beautiful and happy.

Through life he was a student in his devotion to scientific and literary pursuits, and was a frequent contributor to magazines and newspapers. He was often invited to the lecture-platform, and both in New Hampshire and Massachusetts he frequently addressed large audiences, pronouncing in Chatham in 1882 one of the finest Memorial Day addresses ever delivered in this section of the state. His keen insight into abstruse subjects, his comprehensive view of public affairs, his just discrimination and impartial criticism, combined with brilliant conversational powers, purity of diction and a vivid imagination, made Dr. Clinton J. Ricker an interesting private companion and eloquent public speaker.

James A. Robinson, M.D., was born in Claremont, N. H., November 29, 1857, and was the son of Willard H. and Martha J. Robinson. When six years of age he moved to Brookline, Mass., where he received his early education and entered Harvard College in 1876. In 1879 he entered the medical department of the University of Pennsylvania and graduated in 1882. After practicing in Taunton and adjoining towns, he moved to Chatham in 1888, where he is now located.

FRANK A. ROGERS, M.D.—This rising young physician, born at Newfield, Me., was educated at Limerick Academy, and at Kent's Hill Seminary, received a full academic course for Bowdoin College, but changed his mind and entered the medical department, from which he graduated in 1876. He practiced nearly a year at Bethel, Me., when he sold his interest to a classmate who had made a settlement there about the same time. He then filled the position of principal in Litchfield Academy two years, removing to Atlanta, Ga., to fill the chair of instructor in science and language in the university of that

city. After practicing his profession two years, in Nebraska, he settled in Brewster, in 1882, purchased his homestead and in 1884 opened a drug store in connection with his practice. During his term of practice at Brewster he has attained a prominent position in the profession, excelling in surgery. In 1883 he joined the Massachusetts Medical Society, and for six years past has been the secretary of the Barnstable district. High compliment is due to his mechanical and scientific genius, which, combined with his energy and perseverance assures his highest success. As a special correspondent of the signal service he has in use an electric anemometer recorder of his own invention and construction, which more effectually records the velocity of the wind than any other in the service.

Something might well be expected of a man with the doctor's antecedents. His ancestry is traceable back to John Rogers, the martyr, who was burned at the stake February 14, 1555. The first of the family who came to the New World was Rev. Nathaniel Rogers, who settled at Ipswich in 1636, where he died in 1655. His son, Rev. John Rogers, M.D., practiced at the same place, departing this life in 1684, leaving a son, Rev. John, who was pastor of the First church of Ipswich until his death in 1745. The next in the lineal descent was Rev. Daniel Rogers, a tutor of Harvard College, who died in 1785, at Exeter, N. H. His son, Thomas, moved to Ossipee, N. H., where John Rogers, grandfather of the subject of this sketch, was born and subsequently removed to Newfield, Me., where he died in 1866. At the latter place Rev. John A. Rogers was born, April 29, 1833, who in 1854 married Julia A. Nealey of Parsonsfield, Me., and settled in the ministry as pastor of the F. W. Baptist church, which service he continued until his death, February 6, 1866, leaving two children—Frank A. and Addie A., now Mrs. B. F. Lombard of Portsmouth, N. H.

Frank A. Rogers, M.D., was born October 8, 1855, at Newfield, and was married November 30, 1876, to Lottie A. Bowker of Phippsburg, Me. They have three children—Amabel, Frank Leston, and Alice M. The doctor is an active republican, interesting himself in the affairs of the body politic, and for four years last past has acted on the school board of Brewster. In the church of his choice, the Baptist, he is superintendent of its Sunday school; and in the busy scenes of science and his profession he finds opportunity for the enjoyment of those religious and social relations to which he is devotedly attached.

Dr. Moses Rogers, a physician of Falmouth, was a son of Mayo and Mercy Rogers, of Harwich, where he was born in 1818. He settled in Falmouth, Mass., where he died February 4, 1862, aged 44.

Dr. Nathaniel Ruggles was a resident physician at one time at Marston's Mills.



Yours truly
H. A. Rogers M.D.

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E. BIERSTADT, N. Y.

Dr. Henry Russell was born in Providence, R. I., June 31, 1814. He studied four years with Dr. James B. Forsyth, graduated at the University of Pennsylvania in 1841, and commenced the practice of medicine at Nantucket. Three years later he removed to New Bedford, where he practiced for six years, since which time he has resided and practiced mostly in Sandwich.

Joseph Sampson, M.D., born in Nantucket in 1784, was a graduate of Harvard Medical College, and was on the Embargo Commission in 1809, he being at that time a resident of Brewster. He was married in 1815 to Deborah R. Cobb of Brewster, was the first president of the Barnstable District Medical Society, and died in Brewster in 1845.

Dr. Samuel Savage was born in 1748. He resided near the present residence of Henry F. Loring, west of Barnstable village. He was very peculiar in his manners, and when the stage-coach was passing, would ascend a large rock, which is still there, and in sepulchral tones announce himself as a physician and surgeon. He died June 28, 1831.

Dr. Stephen Hull Sears, son of Stephen and Henrietta (Hull) Sears, was born in South Yarmouth, July 31, 1854. He studied medicine with Dr. A. Miller at Needham, Mass., graduated in medicine at Bellevue Hospital Medical School, New York, in 1879, and practiced in Newport, R. I., from December 30, 1879, until the summer of 1889, when he removed to Yarmouth, where he is now located. In December, 1881, he was appointed A. A. surgeon in the United States marine hospital service which position he held while in Newpport. He was also four years surgeon of the Newport Artillery Company, by appointment of Governor Wetmore, with the rank of major. Doctor Sears married, August 23, 1881, Marianna B., daughter of Danforth P.W. and Angeline (Bearse) Parker of Barnstable, and has three children.

Dr. Joseph Seabury, second son of Ichabod Seabury, studied medicine with Doctor Fessenden of Brewster, located in Orleans in 1782, practiced there seventeen years, and died March 27, 1800.

Dr. Benjamin Seabury succeeded his father, Dr. Joseph Seabury, as physician in Orleans and vicinity, practiced there until April, 1837, when he removed to Boston, and subsequently to Charlestown, where he practiced until the time of his death, September 16, 1853.

Benjamin F. Seabury, M.D., son of Dr. Benjamin Seabury, succeeded his father as physician and surgeon in Orleans from 1837 until his death there February 26, 1890. He studied medicine with his father and at the medical school of Harvard University from which he graduated. His only son is Samuel W. Seabury, now in command of a ship from San Francisco to Australia.

Dr. John Seabury, fourth son of Dr. Joseph Seabury, born February 4, 1790, practiced in Chatham fifteen years, then removed to Southbridge, Mass., and subsequently to Camden, N. C., where he died.

Dr. George Shove was born in Sandwich, October 14, 1817, where he was at one time a teacher in the school of Paul Wing. He was educated to the profession in the University of Pennsylvania. In 1846 he became a member of the Massachusetts Medical Society and of the Barnstable County Society, in which latter he was president. He was eight years surgeon of the United States Marine Hospital at Hyannis. His practice was extensive, reaching from Cotuit Port to Orleans, although he resided at Yarmouth, where he married, November 11, 1849, Lucy, daughter of Captain John Eldridge. Dr. Shove's parents were Enoch and Desire (Cobb) Shove of Sandwich. On the occasion of his death the Barnstable District Medical Society recorded resolutions, including this: "The community in which his entire professional life was passed has experienced a loss well nigh irreparable, and will hold his name in grateful remembrance for his public spirit and enterprise, resulting in little pecuniary advantage to himself but in great good to the toiling and destitute."

Marshall E. Simmons, M.D., was born in Wareham, Mass., and graduated from Harvard Medical College about 1861. He entered the army as assistant surgeon of the Twenty-second Regiment, Massachusetts Volunteers, July 29, 1862, and was promoted to surgeon of the same regiment December 29, 1862. He resigned his commission the 27th of August, 1863, and practiced medicine in Chatham until February, 1870, when he left to reside in one of the Western states. He was twice married. His last wife, the only daughter of Captain George Eldredge of Chatham, he married August 4, 1869. He subsequently returned to Wareham, Mass., where died in May, 1874.

Dr. Thomas Smith, a physician and surgeon of Sandwich, son of Samuel and Bethiah Smith of that town, was born September 7, 1718, and studied medicine in Hingham. He was eminent in his profession. He visited the sick far and near. He had a family.

Dr. Thomas Starr was among the first comers to Yarmouth. He was not in sympathy with the first settlers, being regarded as rather latitudinarian in his principles, and was once fined for being what was regarded as "a scoffer and jeerer at religion." Justice compels the statement that this simply consisted in preferring another minister to Rev. Mr. Matthews, and giving his reasons therefor. He left town about 1650, there being insufficient practice of his profession for his support.

Dr. Ezra Stephenson practiced medicine at Marston's Mills from 1832 to 1838.

John Stetson, M.D., was born in Abington, Mass., and graduated from Dartmouth Medical College in 1850. In 1851 he commenced the practice of medicine in West Harwich, where he still resides.

William Stone, M.D., was a practicing physician at Wellfleet prior to 1843. His father, whose name he bore, was also a physician at Enfield, Mass. In locating at Wellfleet, William Stone succeeded Dr. James Townsend, who had been a physician there for a number of years. Subsequently he married Doctor Townsend's widow and removed to Harvard, Mass., where he died.

Thomas N. Stone, M.D., born in 1818, was a son of Dr. William Stone. He was a graduate (1840) of Bowdoin College and Dartmouth Medical School, from which he received his medical degree, October 24, 1843. He practiced in Wellfleet from the time he graduated until 1875, with the exception of two years in Truro. He removed from Wellfleet to Provincetown in 1875, where he died May 15, 1876. He was a very pleasing speaker and writer. He was a member of the school committee of Wellfleet nearly thirty years, representative in 1873, and state senator in 1874 and 1875. His first marriage was with Hannah D., daughter of William N. Atwood. Their two sons were William N. Stone, M.D., and Thomas N., deceased. His second wife was Nancy B., another daughter of William N. Atwood. Their two daughters, one Helen L. (Mrs. F. H. Crowell of Nebraska), and Anabel (widow of E. W. Snow).

William N. Stone, M.D., born in 1845 in Truro, is a son of Thomas N. Stone, M.D., and a grandson of William Stone, M.D. He attended Lawrence Academy two years and Wilbraham Academy one year, then took a four years' course at Harvard Medical College graduating in June, 1869. He began practice in Wellfleet in 1869 with his father, who retired six years later, leaving a large practice to the young doctor. He married Adeline Hamblin and has two children—Thomas N. and Adeline H.

Dr. Jeremiah Stone, son of Captain Shubael and Esther (Wildes) Stone, was born November 2, 1798, and was a prominent physician of Provincetown.

Dr. Alfred Swift, son of Thomas, was born in North Rochester, Mass., March 3, 1797; studied medicine with his brother in Vermont; came to Harwich first, and then removed to Dennis, about 1828, where he died July 27, 1875. His wife, Elizabeth Jane Gray of Martha's Vineyard, died September 9, 1871. He had an adopted son, Charles Haskell Swift, who married Mrs. Mary J. Brooks, daughter of Heman Baxter, and now lives in Dennis. Doctor Swift is best remembered for his kindness to the poor.

Dr. James Thacher, was born in Barnstable, February 14, 1754. He studied medicine with Dr. Abner Nersey, and entered the army as surgeon in 1775, serving seven and one-half years. At the close of the war he married Susanna Hayward of Bridgewater, and settled in the practice of medicine in Plymouth, where he died in May, 1844, in his

ninety-first year. He published several works, including his journal while in the revolutionary war.

Dr. Charles N. Thayer was born at Attleboro, Mass., in 1828. His childhood was passed in Mansfield, where his early education was received. His father, Simeon Thayer, was a soldier in the war of 1812. His grandfather, Isaac Fuller, served in the revolution, and he was a non-commissioned officer in Company I, Fourth Massachusetts, during the late rebellion. On the maternal side he traces his ancestry to the Doctor Fuller whose name is enrolled on the Puritans' monument at Plymouth, Mass. He resided for some time in Pembroke, Mass., where he was engaged in the lumber business, and represented that town in the legislature of 1855. He studied medicine with E. R. Sisson, M.D., of New Bedford, and attended lectures in Boston. In 1869 he opened an office in Falmouth, and established an extensive practice. In 1884, his health becoming impaired, part of his practice was dropped and a store was opened, with the management of which, in connection with his professional duties, he is now engaged.

Dr. Townsend was a physician of Orleans at the beginning of the present century. He had two children, Hannah and Julia, baptized at Orleans by Rev. Mr. Bascom, the former in 1801, the latter in 1803.

Henry Tuck, M.D., of Barnstable, was born February 16, 1808, and died June 24, 1845.

Alexander T. Walker, M.D., a practitioner of the alopathic school, was born in Canada, in 1844. He received his early education in Canada, and graduated from Dartmouth College, N. H., in 1869. Before entering Dartmouth he was in New York two years—one year in the College of Physicians and Surgeons, and one year in Bellevue Hospital Medical College. Since graduating he has attended lectures six seasons—two courses in Bellevue Medical College (one under Doctor Loomis, in the hospital), one course in Vermont University in Burlington, and two courses in the medical department of the University of the City of New York. In 1870 he located in Maine, but came to Falmouth in 1883, where he has since practiced.

James T. Walker, M.D., of Falmouth, born April 25, 1850, at Toronto, is the youngest of a family of six sons, three of whom are physicians and the others clergymen. He was educated in the Toronto city schools and at eighteen years of age graduated from the Provincial Normal School. Four years later he graduated from Queen's College, Toronto, at the head of the class of '72, and was chosen its valedictorian. In 1873 he came to Martha's Vineyard where he taught school and studied medicine three years. In 1876-7 he attended the Detroit Medical College and was two seasons at Burlington in the University of Vermont, where he was graduated in June, 1879, and

was again valedictorian of his class. His first practice was at Martha's Vineyard, whence in March, 1880, he came to Falmouth as successor to Dr. Lyman H. Luce. Here he married Evangeline G., daughter of I. H. Aiken.

James M. Watson, M.D., of Falmouth, was born at Sangerville, Me., January 16, 1860. He graduated in 1881 from Foxcroft Academy and in 1883 from Maine Central Institute at Pittsfield, Me. In March, 1886, he received his degree from the medical department of the University of the City of New York, also a course in Bellevue Hospital (under Prof. William N. Thompson), and has since practiced in Falmouth. In April, 1890, he graduated from the Homœopathic Medical College and Hospital of New York. He is a registered pharmacist and a member of the state board of pharmacy.

George E. White, M.D., was born in 1849 in Skowhegan, Me., and was educated in the schools of Skowhegan and in the Eaton Family and Day School. From 1868 to 1877 he was in business in Boston. In 1877, he entered the Hahnemann Medical College of Philadelphia, from which he graduated in 1880, opening a practice in Sandwich the same year, where he has been since that time. He is a member of Dewitt Clinton Lodge, A. F. and A. M., of which he was master in 1884 and 1885, and again in 1889.

Dr. Jonas Whitman, an early physician of Barnstable, was born in 1749, graduate of Yale in 1772, and died July 30, 1824. His father, Zachariah, was a son of Ebenezer, whose father Thomas, was a son of Deacon John Whitman of Weymouth. He had three sons: John, a graduate of Harvard in 1805; Josiah, M.D., at Harvard in 1816; and Cyrus Whitman.

Timothy Wilson, M.D., was born in Shapleigh, Me., July 27, 1811, and died in Orleans, Mass., July 18, 1887. His education was obtained in the public schools of his native town, and at the academy in Alfred, Me. He began the study of medicine in the office of Dr. William Lewis of Shapleigh, afterward attending the medical departments of Dartmouth and Bowdoin Colleges, graduating from the latter in 1840. He settled in Ossipee, N. H., but was forced to leave on account of the long, severe winters, and look for a more congenial climate, the result of which, was his settling in Orleans in the summer of 1848, where he continued in active practice until failing health forced him to abandon it about one year preceding his death. He always took a lively interest in matters pertaining to education. In early life he took an active part in politics, being a strong anti-slavery whig, until the formation of the republican party, with which he ever after acted.

Besides these physicians already mentioned in this chapter, are others concerning whom no information has been obtained save the fact that they at some time practiced medicine in the county. Con-

cerning some of them, traditions might be given : but nothing sufficiently authentic to merit a place here. The apocryphal names are : James Ayer, N. Barrows, J. W. Baxter, John Batchelder, Jonathan Bemis, Jonathan Berry, John E. Bruce, W. F. S. Brackett, J. W. Clift, J. W. Crocker, Bart. Cushman, N. B. Danforth, D. W. Davis, D. Dimmock, Daniel Doane, J. B. Everett, Benjamin Fearing, J. B. Forsyth, C. A. Goldsmith, John Harper, J. L. Lothrop, Ivory H. Lucas, J. W. Nickerson, John M. Smith, W. O. G. Springer, Henry Willard, Bennett Wing, and Edward Wooster.

By chapter 26 of the Public Statutes of Massachusetts, Barnstable county was divided into three medical districts, in each of which an "able and discreet man learned in the science of medicine shall be appointed, whose term of office shall be seven years." District 1, embraces the towns of Harwich, Dennis, Yarmouth, Brewster, Chatham, Orleans and Eastham; district 2, Barnstable, Bourne, Sandwich, Mashpee and Falmouth; district 3, Provincetown, Truro and Wellfleet. The medical examiners now in office are: Drs. George N. Munsell of Harwich, Franklin W. Pierce of Barnstable, and Willis W. Gleason of Provincetown.

CHAPTER XIII.

LITERATURE AND LITERARY PEOPLE.

BY HON. CHARLES F. SWIFT,

President of the Barnstable County Historical Society.

Early Writers.—Freeman's History of Cape Cod.—Other Local Works.—Poetry.—Fiction.—Occasional Writers.—The Newspapers of Barnstable County.

THE intelligence and capacity of the people of the Cape have not, heretofore, been evinced so much in what they have said, as in what they have dared and accomplished. The founders of her towns were not usually men of literary taste or acquirements, except her clergy, who ranked well with those of their class in other parts of the colony. It was some time after they had settled the towns, subdued the wild face of nature, and helped to conquer the savage foe, before they turned their attention to scholarship. Then it was that the fisheries on their shores helped to found and maintain the first public grammar school established by the colony. It was, indeed, the chief reliance of that enterprise.

The first of their written compositions which are extant are in the form of sermons, and of these it may be said, that their style was as rugged and forbidding to our present taste, as were the ideas they were intended to convey. In hours of deep affliction the fathers sometimes essayed to woo the muses. The earliest specimen of elegaic verse preserved, is found in the lines composed on the death of his accomplished wife, by Governor Thomas Hinckley, of which production Mr. Palfrey says, "It breathes not, indeed, the most tuneful spirit of song, but the very tenderest soul of affection."

Dr. John Osborn, born in Sandwich in 1713, a son of Rev. Samuel Osborn, minister for some time of the south precinct of Eastham, wrote a *Whaling Song*, which has obtained celebrity. It is quite an advance, in literary finish, upon anything preceding it which had been produced by a Cape Cod writer. The opening lines are:

"When spring returns with western gales,
And gentle breezes sweep
The ruffling seas, we spread our sails,
To plough the wat'ry deep."

Then follow seventeen stanzas, which describe, in spirited style, the pursuit, killing and capture of the monsters of the deep.

Rev. Thomas Prince, the distinguished author of *New England's Annals and Chronology*, a native of Sandwich and a grandson of Governor Hinckley, produced a work of exceeding value. In the opinion of Doctor Chauncy, "No one in New England had more learning except Cotton Mather." He published other works, though the *Annals* is esteemed the most important.

James Otis, jr., called "the patriot," besides being a peerless orator, was the author of several important political treatises, among which may be mentioned his *Rights of the Colonies Vindicated*, which was styled "a masterpiece of good writing and argument."

Rev. Dr. Samuel West, a native of Yarmouth, for sometime a school-master in Barnstable and Falmouth, was removed for his metaphysical and controversial talents, as well as for his great learning and profound scholarship. "He was," said Dr. Timothy Alden, jr., "as remarkable for his mental powers, as Dr. Samuel Johnson, the great biographer and moralist. He was supposed to have much resembled him in personal appearance, and with the same literary advantages, would unquestionably have equalled him for reputation in the learned world." He wrote several important tracts during the revolutionary period.

Rev. Dr. Timothy Alden, jr., a native of Yarmouth and president of Alleghany College, Meadville, Pa., about the middle of the century published the *Collection of American Epitaphs*, in four volumes, a book which contained a fund of interesting and valuable information. Rev. James Freeman, D.D., minister of the Stone Chapel, Boston, a native of Truro, contributed, soon after this time, a series of most important papers relating to the history of the towns of the county and published in the collections of the Massachusetts Historical Society. These papers are still quoted and relied upon as authority on the subjects to which they are devoted.

With such a record for enterprise, adventure, patriotism and identification with the great movements of the age as the Cape presents, it would be strange if there were not others of her sons who should attempt to do her honor, or at least justice. In 1858, Rev. Frederick Freeman, of Sandwich, commenced the publication of a *History of Cape Cod*. The book was finally completed, in two large volumes, and to all time must be the foundation upon which other works of the kind will be based. The difficulties in Mr. Freeman's way were numerous; he had to begin without any considerable previous aid; he was justly emulous of the fame of his illustrious ancestors; and being himself a minister of the church of England, it seemed to some that he did tardy and stinted justice to the Pilgrim and Puri-

tan elements. Some of the important epochs were not written up with the fullness and elaboration of the others. But despite these drawbacks Mr. Freeman's book will always be quoted, as the first filial attempt of any Cape Cod man to do appropriate honor to the memory of the pioneers and their successors, and as such should be held in high estimation.

Rev. Enoch Pratt, in 1842, published his history of Eastham, Wellfleet and Orleans. There is much in it which is interesting, unique and worthy of preservation. Mr. Shebna Rich, in his *Truro, Cape Cod*, has embodied in an original form, and attractive rhetoric, a mass of important information respecting one of the most interesting towns of the Old Colony. In 1861, Mr. Amos Otis commenced a series of articles in the *Barnstable Patriot*, respecting the history of the *Barnstable Families*. Nothing has yet been published which evinces so familiar an acquaintance with the habits, manners, motives and impelling principles of the pioneers of the town as these sketches, by one of their descendants. They will always be referred to as authority on the points which they discuss, and be regarded as a monument to the intelligence, zeal and industry of their author. In 1884, Charles F. Swift published a history of *Old Yarmouth, including the towns of Yarmouth and Dennis*; in one volume, 283 pages. Mr. Swift has also published a Fourth of July oration, 1858, a continuation of *Barnstable Families*, several occasional addresses, and contributions to magazines and newspapers, principally on biographical and historical subjects. The sketches of the History of Falmouth up to 1812, by the late Charles W. Jenkins, were issued in a collected form by the *Falmouth Local* press in 1889. They were written before so much was known as has since transpired about the early history of the town, and the book is a filial and creditable work. Mr. Josiah Paine of Harwich, who contributes to this work the chapters on the history of Harwich and Brewster, has written with intelligence and discrimination, other important historical papers, for the newspapers and magazines, and has a manuscript collection of great value regarding old Harwich and its people. Mr. Joshua H. Paine, his brother, has also written an exhaustive unpublished account of the War of 1812 in its relation to Harwich. His contribution on that topic to the present volume appears at page 76.

In other departments of literary effort the natives of the Cape have somewhat distinguished themselves. The early bards of the county have already been alluded to. Several others remain to be noticed. Daniel Barker Ford, son of Dr. Oliver Ford of Hyannis, who was an apprentice in the *Yarmouth Register* office about 1842-4, evinced much poetic and rhetorical talent. His best known piece, "*A Lay of Cape Cod*," was modeled in style and treatment from Whittier's *Lays of*

Labor, and was a most spirited and stirring production. A few of its inspiring lines are quoted :

“Hurrah ! for old Cape Cod,
 With its sandy hills and low,
 Where the waves of ocean thunder,
 And the winds of heaven blow;
 Where through summer and through winter,
 Through sunshine and thro' rain,
 The hardy Cape man plies his task
 Upon the heaving main.

* * * * * *

“Hurrah ! for the maids and matrons
 That grace our sandy home,
 As gentle as the summer breeze,
 As fair as ocean's foam ;
 Whose glances fall upon the heart,
 Like sunlight on the waters ;
 Who're brighter in the festal hall
 Than France's brightest daughters.”

Dr. Thomas N. Stone of Wellfleet, published in 1869, a volume, entitled *Cape Cod Rhymes*. He possessed the true poetic temperament, was witty, pathetic, and alive to the sights and scenes of nature around him. He also wrote and delivered felicitous occasional orations and addresses. Asa S. Phinney, also a printer in the office of the *Yarmouth Register*, in 1845 collected and issued a little pamphlet, *Accepted Addresses*, etc. There were twenty-four pieces in all, some of which evinced considerable poetic ability. Mr. Phinney was also a frequent and welcome contributor to the Cape newspapers.

Mrs. Francis E. Swift of Falmouth, has written for several years for the current magazines and newspapers, under the *nom de plume*, “Fanny Fales.” She published, in 1853, *Voices of the Heart*, and has a large number of superior compositions not yet in a collected form. Mrs. Swift is not only an easy and graceful versifier, but has shown a higher poetic fancy and a deeper insight into the emotions and feelings of the human heart. We present a single specimen in her reflections upon Longfellow's line “Into each Life some Rain must Fall.”

“If this were all, O if this were all,
 That ‘Into each life some rain must fall’—
 There were fainter sobs in the Poet's rhyme,
 There were fewer wrecks on the shores of time.

“But tempests of woe pass over the soul,
 Fierce winds of anguish we cannot control ;
 And shock after shock we are called to bear,
 Till the lips are white with the heart's despair.

“O, the shores of time with wrecks are strown,
 Unto the ear comes ever a moan,
 Wrecks of hopes that sail with glee,
 Wrecks of loves sinking silently !

"Many are hidden from mortal eye,
 Only God knoweth how deep they lie ;
 Only God heard when the cry went up ;
 'Help me ! take from me this bitter cup !'

"'Into each life some rain must fall'—
 If this were all, O, if this were all !
 Yet there is a Refuge from storm and blast,
 We may hide in the Rock till the woe is past.

"Be strong ! be strong ! to my heart I cry,
 A pearl in the wounded shell doth lie ;
 Days of sunshine are given to all,
 Though 'Into each life some rain must fall.'"

Prof. Alonzo Tripp, a native of Harwich, wrote in 1853 a book of European travels entitled *Crests from the Ocean World*, which had a sale of 60,000 copies. Afterward he wrote a local novel, entitled *The Fisher Boy*, which had a large sale, and many appreciative readers. He has since delivered lectures on European events, in almost every considerable place in the country, which have attracted audiences of culture and discrimination. He has now in press a series of *Historical Portraits*, which will take high rank in the contemporaneous literature of the country.

In fictitious narrative, Rev. N. H. Chamberlain, a native of Sandwich, has published, *Autobiography of a New England Farm House*, the scenes of which are laid in that part of Sandwich now Bourne. It is a reproduction, in agreeable and picturesque style, of many local incidents and traditions. He has also written *The Sphinx of Aubery Parish* and a book entitled *Samuel Sewell and The World he Lived in*, several polemic church pamphlets, book notices, lectures and historical discourses. At page 8 of this volume is a fragment revealing at once his keen appreciation of the Cape character and his happy style as a descriptive writer.

Some thirty years ago, Captain Benjamin F. Bourne, who had been a prisoner in Southern South America, wrote and published a book entitled, *The Captive in Patagonia*. It was a volume of thrilling interest and had an enormous sale. Even at this day it is frequently called for at the book-stores, and is read with as much interest as when fresh from the press.

Charles F. Chamberlayne, Esq., of Bourne, has edited a law book entitled, *Best's Principles of the Law of Evidence*, which under the name of *Chamberlayne's Best*, has been adopted as the standard authority in most of the law schools of the country.

Sylvester Baxter, a native of Yarmouth, has been for many years one of the staff writers of the *Boston Herald*. In 1883 and 1884 he went to Mexico, as editor of *The Financier* of that city, and also correspondent of the *Herald*. He has contributed considerably for the

magazines in the way of essays, poetry, sketches of travel and short stories, and although his writings have not been collected, some of them have appeared in pamphlet form; among them an illustrated description of the *Morse Collection of Japanese Pottery*, and *Berlin; a Study of German Municipal Government*; both of them published by the Essex Institute, Salem. Here is one of Mr. Baxter's short poems, from the *Atlantic Monthly* of October, 1875, entitled "October Days":

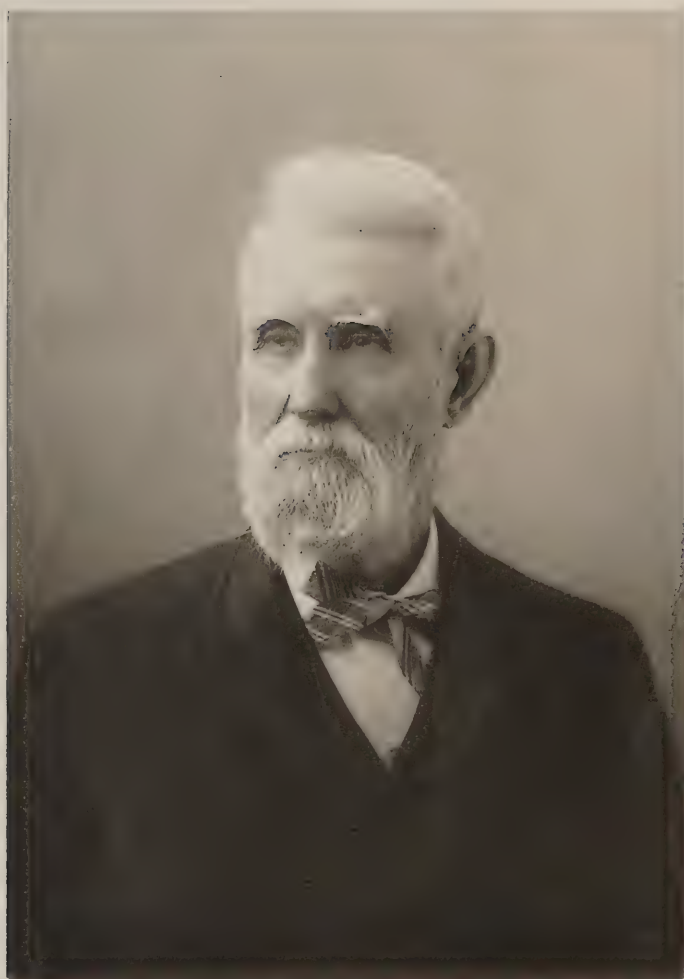
"The maples in the forest glow,
And on the lawn the fall-flowers blaze,
The mild air has a purple haze;
My heart is filled with warmth and glow.

"Like living coals the red leaves burn;
They fall—then turns the red to rust;
They crumble, like the coals, to dust.
Warm heart, must thou to ashes burn?"

It only remains to remark that the paternal parent of John Howard Payne, the author of "Home, Sweet Home," was of Cape Cod origin, and that Harvey Birch, the prototype of Cooper's "Spy," originated in Harwich, his real name being Enoch Crosby, and his actual experience being matched by all the incidents recounted in this most characteristic of the author's works. Though not himself the creator of one of the most striking personalities in modern fiction, he was what is still better, the original of this most prominent character.

Other natives in professional and business life, but not devoted to literature as a pursuit, have contributed valuable writings to the press in their leisure and unengrossed hours. Of these it may be proper to name: Rev. Osborn Myrick of Provincetown, a prolific writer to the county newspapers; Frederick W. Crocker of Barnstable, who wrote several witty poems of high literary merit for occasional meetings and public gatherings; Frederick W. Crosby of Barnstable, a writer of sketches, essays and stories in the leading Boston and New York journals, whose career was prematurely cut short in the most useful period of his life; Benjamin Dyer, jr., of Truro, an officer in the volunteer navy, who evinced a high degree of descriptive talent; and E. S. Whittemore, Esq., of Sandwich, the author of the chapter on the Bench and Bar in this volume.

Hon. John B. D. Cogswell of Yarmouth, who touched no subject he did not elucidate and adorn, wrote as an introduction to the *Atlas of Barnstable County* (1880) an outline of county history, which is a valuable and interesting epitome. He also delivered a number of well-considered, elegantly composed public addresses and lectures, some of which have been published. Matthew Arnold said of him that he was the most gifted man he met in America, forming his judgment from Mr. Cogswell's accomplishment as a conversationalist.



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Sidney Brooks, of Harwich, was also a writer of intelligence and great enthusiasm upon local history and topographical description. Rev. John W. Dodge, has composed hymns and discourses which are always of interest from their scholarship and literary finish. Captain Thomas P. Howes, of Dennis, has produced sea sketches, historical portraitures, and vivid descriptions of travel and adventure, which if collected in a volume would meet with rapid and extensive appreciation. Mrs. Mary M. Bray, a native of Yarmouth, whose 250th anniversary poem there has met such universal admiration, had before written some graceful poems and sketches of distant places, for the journals of the day. Miss Gertrude Alger, a young poet of merit, who has just passed into the spiritual world, has produced some graceful and finished poems, one or two of which have found their place in the current collections of contemporaneous poetry. Hon. Henry A. Scudder and Hon. George Marston, of Barnstable, better known as lawyers, also delivered addresses and orations which commanded attention from their style and treatment of important public questions. Philip H. Sears, Esq., a native of Dennis, has delivered several public addresses, one of the most important of which, on the celebration of the 250th anniversary of the settlement of Old Yarmouth, was a finished and thoughtful presentation of the subject. Azariah Eldridge, D.D., of Yarmouth, besides his pulpit discourses, wrote several public addresses which have commanded the attention of thoughtful readers and thinkers. A memorial volume, containing a brief memoir of Doctor Eldridge, by C. F. Swift, Rev. Mr. Dodge's sermon at his obseques and various letters and notices by personal friends, has been prepared for private circulation under the direction of Mrs. Eldridge.

Two school books which had a high reputation in their day, were prepared by old-time Cape teachers. Rev. Jonathan Burr, of Sandwich, pastor of the First church and preceptor of Sandwich Academy, about the close of the last century was the author of a *Compendium of English Grammar*, which occupied a leading position in the schools in this portion of the state for many years. Mr. Burr was a man of much natural ability and scholarship. Captain Zenas Weeks, of Marston's Mills, a prominent man in his day, a school teacher and music teacher, was the author of a text book on English grammar, issued about the year 1833.

In 1854, Mrs. A. M. Richards, a daughter of Captain Benjamin Hallet of Osterville, wrote a volume of 140 pages, which was published by Gould & Lincoln, Boston, entitled *Memoirs of a Grandmother; by a Lady of Massachusetts*. It was an autobiography, and contained graphic sketches of incidents and individuals, some of whom are well known to the public. Interspersed in the narrative are a number of metrical compositions of a high order of poetical merit.

In 1888, a volume entitled, *Biographical sketch of Sylvanus B. Phinney*, was issued on the 80th anniversary of his birthday. The volume contains a sketch of his life, letters from Revs. Edward E. Hale and A. Nickerson, and public addresses and papers prepared by Mr. Phinney.

Joseph Story Fay, Esq., of Woods Holl, published in 1878 a little monograph entitled, *The Track of the Norsmen*, in which he very ingeniously argues that these Scandinavian navigators visited the locality since known as Wood's Hole, and that the proper name of the locality is Wood's Holl (meaning hill), which name, through his efforts, it now bears. Mr. Fay, who is an enthusiastic arborator as well as a gentleman of literary tastes and pursuits, has delivered addresses relating to his experiences in planting and rearing forest trees on his estate at Woods Holl.

Rev. J. G. Gammons issued in 1888, a monograph of the Methodist Episcopal church of Bourne, which sketches the rise and growth of Methodism, and preserves many interesting reminiscences of the pioneers of this sect on Cape Cod and elsewhere, especially in the town of Bourne.

A Genealogy of the Burgess family, from Thomas Burgess who settled in Sandwich in 1637, to the year 1865, was issued at that date, by E. Burgess of Dedham. It was a private edition, printed for the author, and contained 196 pages and has over 4,600 names of the family and branches, with several lithographic portraits.

George Eldridge, of Chatham, in 1880 published a work of *Sailing Directions for Navigators*, followed by other editions in 1884 and 1886. In 1889 he published *Eldridge's Tide and Current Book*. These publications, together with Mr. Eldridge's charts, are the most valuable works of the class extant, and are looked upon as standard authority by navigators, and adopted by the naval authorities of the country.

Mr. Gustavus A. Hinckley has reproduced for publication in the *Barnstable Patriot*, the inscriptions on the ancient grave-stones in the old Barnstable cemetery, engraving the blocks very neatly with his own hand, and compiling information to accompany the cuts. He has also compiled a manuscript *History of Barnstable in the Civil War*.

In 1866, Mrs. Caroline (Thacher) Perry, of Yarmouth, collected a volume of short stories which she had contributed to the *New Church Magazine for Children*, and they were published, with illustrations, by Nichols & Noyes, of Boston, under the title, *Effie Gray and other Short Stories for Little Children*. These stories possessed the rare merit in juvenile literature of interesting the class of readers for which they were designed.

Rev. Dr. William H. Ryder, a native of Provincetown, who deceased in Chicago where he settled in 1888, was a pulpit orator of

eloquence and power, and wrote some able articles for the *Universalist Quarterly*. His writings, however, have not appeared in a collected form.

Heman Doane, of Eastham, has written a number of metrical compositions, a few of which have been published and which possess a good degree of poetic fancy and facility of versification. One of them, on the *Ancient Pear Tree in Eastham*, planted by Governor Prince, attracted the attention of Thoreau, who quoted freely therefrom.

“Two hundred years have, on the wings of time,
Passed with their joys and woes, since thou, Old Tree!
Put forth thy first leaves in this foreign clime,
Transplanted from the soil beyond the sea.

* * * * *

“That exiled band long since have passed away,
And still Old Tree thou standest in the place
Where Prince's hand did plant thee, in his day,—
An undesigned memorial of his race
And time; of those our honored fathers, when
They came from Plymouth o'er and settled here;
Doane, Higgins, Snow and other worthy men,
Whose names their sons remember to revere.”

James Gifford, of Provincetown, has prepared and delivered public addresses which have attracted attention by their felicity of style and fullness of information. That delivered at the dedication of the Provincetown new town hall, in the fall of 1866, was published and read with interest and appreciation. Levi Atwood, of Chatham, has written considerably upon local matters. He published, in 1876, a condensed history of Chatham, occupying several columns of small newspaper type, written in an appreciative and discriminating spirit. Nathaniel Hinckley, of Marston's Mills, besides writing much and ably for the newspapers, and delivering public addresses, has published several political pamphlets, of considerable argumentative force. Benjamin Drew, a native of Plymouth, but connected by marriage with a prominent family of the Cape, and for some years a resident here, has at various times written witty and felicitous verses on local topics, one of which pieces, entitled “Bartholomew Gosnold's Dream,” is often quoted for its local hits. As one of these poems refers to the christening of the Cape, a few of its stanzas will be deemed appropriate:

“There sailed an ancient mariner,
Bart Gosnold was he hight,—
The Cape was all a wilderness
When Gosnold hove in sight.

“He saw canoes and wigwams rude,
By ruder builders made,
Squaws pounded samp about the door,
And dark papposes played.

"The hills were bold and fair to view,
 And covered o'er with trees,
 Said Gosnold, 'Bring a fishing line,
 While lulls the evening breeze.
 " 'I'll christen that there sandy shore
 From the first fish I take—
 Tautog, or toadfish, cusk or cod,
 Horse-mackerel or hake,
 " 'Hard-head or haddock, sculpin, squid,
 Goose-fish, pipe-fish or cunner,—
 No matter what—shall with its name
 Yon promontory honor.'
 "Old Neptune heard the promise made,
 Down dove the water-god—
 He drove the meaner fish away
 And hooked the mammoth cod.
 "Quick Gosnold hauled. 'Cape—Cape—Cape—Cod.'
 'Cape Cod,' the crew cried louder ;
 'Here, steward ! take the fish along,
 And give the boys a chowder.' "

Not only has Cape Cod furnished a considerable contribution of the best literature to the world, but it has been provocative of a good deal of interesting writing from others, in respect to its characteristics, both mental and physical. It is scarcely to be wondered at, that a community so peculiarly situated as this should attract attention and excite curiosity. In 1807, an Englishman named Kendall visited these parts and published a book in which he devoted a liberal share of space to this county. Although it contained nothing very striking, it embodied some interesting and curious information respecting the Cape, at that day, when intercourse with the world was quite infrequent to the mass of the people.

About 1821, Dr. Timothy Dwight, former president of Yale College, published his *Travels in New England*, in four volumes, a liberal space being devoted to Cape Cod. His book was full of information, and appreciative in that part of it devoted to the Cape. At a later period N. P. Willis wrote for a New York newspaper, and afterward embodied in a book, a series of lively, touch-and-go letters, dealing more particularly with the outward aspect of the Cape. Some of his strictures gave offense and others were more agreeable to the popular taste. Though not profound, this book was exceedingly suggestive and entertaining.

Of all the numerous publications of the nature ever issued from the press, Thoreau's *Cape Cod* is by far the best, as a literary production, and for genuine appreciation of the grand physical aspects of the Cape, and of the true qualities of its people. Thoreau had a keen relish for quaint and curious phases of character as well as of land-

scape, and his pictures of the "Wellfleet Oysterman" and of other original people revealed the presence among us of striking personalities. His admiration of the Cape is genuine, and his closing page records his conviction that "the time must come when this coast will be a place of resort for all those who wish to visit the seaside." "* * * What are springs and waterfalls? Here is the spring of springs and the waterfall of waterfalls. * * * A man may stand there and put all America behind him."

THE PRESS.—The newspapers of the Cape have been many, and more ability has been embodied in their publication than has always found appreciation—of a pecuniary nature. The first newspaper published in the county was issued at Falmouth, November 21, 1823, by W. E. P. Rogers under the name of *The Nautical Intelligencer*. It was issued weekly at two dollars per year. In addition to the newspaper, the publishers issued, twice each week, extras containing the marine news and important arrivals at Holme's Hole, for transmission to Boston. The paper also indulged in political speculations, being a strong adherent of Mr. Calhoun for President, for the reasons, among others, that he was "an enlightened friend of Internal Improvements and Domestic Manufactures." This eulogy sounds oddly enough in view of his subsequent course. The paper was printed on a sheet 18 by 25 inches, with four pages, containing four columns each, 16 inches in length. In its first issue there was not a single item of local news except deaths, marriages and ship-news, and it contained twelve advertisements. It did not continue in existence long—probably not more than a year and a half.

Removing his printing and material to Barnstable, Mr. Rogers on April 13, 1825, commenced the publication of the *Barnstable County Gazette*. The *Gazette* had one more column on each page than its predecessor, and a rather larger advertising patronage. It paid more attention to local news; but that was not a newspaper reading age, and its publication was continued not over two years, so far as can now be ascertained.

In 1826, the *Barnstable Journal* was commenced by Nathaniel S. Simpkins. It was a six-column newspaper, containing a few paragraphs of local news, considerable shipping intelligence, and liberal extracts from the Boston and New York newspapers, also miscellany and moral readings. The *Journal* attained a good circulation. In 1832 Mr. Simpkins sold out the establishment to H. Underwood and C. C. P. Thompson, who published, for one year, also a semi-weekly paper called the *Cape Cod Journal*. In 1834 Mr. Underwood became the sole proprietor of the weekly, which in 1837 again passed into the hands of Mr. Simpkins, who removed the plant to Yarmouth, and established the *Register*.

The *Barnstable Patriot* was established by S. B. Phinney, in 1830, and was conducted by him until 1869, when he sold out to Franklin B. Goss and George H. Richards. Subsequently the whole establishment was acquired by Mr. Goss, who now conducts it, in connection with his son, F. Percy Goss. The *Patriot*, during Mr. Phinney's connection with it was an active and aggressive democratic sheet. Some time after Mr. Goss's assumption of the management it espoused the republican cause, in which it still maintains a lively interest. During Mr. Phinney's proprietorship of the newspaper, Hon. Henry Crocker was a frequent editorial contributor, mostly of political articles. In 1861 the late Amos Otis contributed a series of articles entitled *Genealogical Notes of Barnstable Families*, which have been republished as an extra sheet, and bound in a book form by Mr. Goss, edited by C. F. Swift, who also wrote a continuation of the sketches. The *Patriot* is now the oldest journal published in the county. In 1851, the *Sandwich Mechanic* was for one year issued at the *Patriot* office.

December 15, 1836, the first number of the *Yarmouth Register* was issued by N. S. Simpkins, publisher. The plant of the *Journal* had been purchased by Messrs. John Reed, Amos Otis, N. S. Simpkins, Ebenezer Bacon and Edward B. Hallet. Mr. Simpkins was assisted in the editorship by contributions from Messrs. Caleb S. Hunt and Amos Otis. The paper, besides being a local journal, was designed to champion the cause of Hon. John Reed, the member of congress from this district, and to oppose the Jackson and Van Buren dynasty, which was rather obnoxious in this county. The controversies with the *Barnstable Patriot* which followed, were exceedingly bitter and personal, on both sides. In 1839 Mr. Simpkins retired from the management of the paper and was succeeded by William S. Fisher, who was a printer by profession, and who infused considerable vigor into its management. In 1846, the present manager, Charles F. Swift, became connected with the management of the *Register*, as co-partner with Mr. Fisher, and in 1849 became sole editor and publisher. During the last forty years the conduct of the paper has been in his hands, with assistance successively by his four sons, Francis M., Frederick C., Theodore W., and Charles W. Swift. The *Register*, which was originally a whig journal, and supported Webster, Clay, Taylor and Scott for the presidency, had always been strongly anti-slavery in its proclivities, and in 1857 warmly espoused the cause of the republicans, which it has ever since supported, with earnestness and without reservation. The *Register* has also paid much attention to questions of social reform and general and local history.

The *Sandwich Observer* was first issued in September, 1845, by George Phinney. It was a 24-column folio, 24 by 36 inches, and was devoted to general and local news and miscellany. Dr. John Harper

and C. B. H. Fessenden were special contributors to its columns. The *Observer* attained a fair patronage, being neutral in politics and having the support of all the political parties, but the field was at best a limited one, and in August, 1851, Mr. Phinney removed his establishment to North Bridgewater (now Brockton) where he founded the *Gazette* of that town.

A monthly newspaper called the *Cape Cod News*, was issued in Provincetown, though printed elsewhere, the first number bearing date of June, 1856, A. S. Dudley and Rufus Conant publishers. But few numbers were issued.

The *Provincetown Banner* was issued in 1855, by John W. Emery, editor and proprietor. It was a 24-column journal, republican in politics, somewhat radical in its tone. It was published until 1862, when it was discontinued and the material removed from town.

In August, 1857, the *Atlantic Messenger* was established at Hyannis, by Edwin Coombs. It was a 26-column journal, 21 by 20 inches; price \$1.00 per year. It was devoted to anti-slavery, politics and social discussions. It was once or twice discontinued and started again. But the encouragement received by the proprietor was not sufficient to sustain the enterprise, and the concluding number was issued about the year 1863.

January 2, 1862, the first number of the *Cape Cod Republican* was issued at Harwich, by John W. Emery, formerly of the *Provincetown Banner*, the printing office of which journal had been removed for the purpose. It was in style and make-up similar to the *Banner*. In 1864 its publication was discontinued and the editor obtained employment in Boston. In 1864 Mr. Emery returned to Harwich and started the *Harwich Press*, a paper similar to the *Republican*. In less than a year he abandoned the field, and removed to Minnesota. The list of the *Press* was sold to the proprietor of the *Yarmouth Register*.

The *Provincetown Advocate* was issued in 1869, by F. Percy Goss, publisher. Dr. J. M. Crocker was editor for about seven years, when Mr. Goss assumed the editorial charge, and conducted the paper for three years longer. In 1879 H. S. Sylvester, now of the *Boston Record*, purchased an interest in the paper and conducted it for a year, disposing of his interest to N. T. Freeman, who acquired Mr. Goss's interest also. In December, 1886, the establishment was purchased by Howard F. Hopkins, who has since been its publisher. His brother, Judge James H. Hopkins, has edited the sheet from the first.

In November, 1870, the *Provincetown News*, a 32-column republican newspaper, was issued by J. H. Barnard & Co., with J. Howard Barnard, editor. The price of the paper was \$2.50 per year, in advance; \$3.00 after three months. At the end of four months the enterprise was given up, and the list transferred to other newspapers.

The *Chatham Monitor* was first issued October 1, 1871, at the *Patriot* office, Dr. Benjamin D. Gifford being the editor. It was devoted to local and general news, and was republican in politics. In 1873 Levi Atwood assumed the editorship. Mr. Atwood had previously been a contributor to other county journals, and was well known as a writer of pith and vigor. The *Monitor* is still continued under his editorship.

The *Cape Cod Bee* was issued in 1880, at the *Patriot* office, F. Percy Goss, publisher. It is a local journal, being more especially devoted to Wellfleet affairs. In politics it is republican.

About 1872 Messrs. J. H. Nickles and William C. Spring started the *Sandwich Gazette*, which was afterwards merged with the *Falmouth Chronicle*, which Mr. Spring had started in 1872. Henry Jones was the Falmouth editor. Mr. Spring for some time continued the paper, under the style of *Gazette and Chronicle*. In October, 1873, F. S. Pope took the plant of the *Chronicle*, and established the *Seaside Press*, devoted to the local interests of Sandwich and Falmouth. J. H. Stevens was editor, and Mr. Jones continued in charge of the Falmouth department. In 1880, Mr. Pope sold out his interest to F. H. Burgess, who changed the name to *Weekly Review*, with Benjamin Cook as editor for a time. In 1884, Mr. Burgess sold out his interest to George Otis, and the list was merged with the *Cape Cod Item*.

The *Harwich Independent* was established in 1872, by Goss & Richards, of the *Patriot*, the paper being printed in Barnstable. The local department was put in type at a job office which the publishers had set up in Harwich. The editorial writing for the first few years was by Mr. Wilcox, Josiah Paine and Dr. Geo. N. Munsell. In 1880 Alton P. Goss purchased the establishment, added a press and other machinery, and put the paper on a prosperous basis. The leanings of the paper are towards republicanism, but the *Independent* is more especially a local journal, in which field it has achieved a good degree of success.

The *Cape Cod Item* was started July 11, 1878, at Yarmouth Port, by George Otis. It was gradually enlarged, and is now an 8-page journal, issuing a single or double supplement a portion of the year. It was at first devoted to local and general news, and has a large circulation and advertising patronage. In 1889, William P. Reynolds, Esq., was associated with Mr. Otis in the editorship, and the paper now espouses the republican cause.

The *Mayflower* was a miscellaneous and story journal, published by George Otis of the *Item*, from 1881 to 1889. It had a large circulation, but the price—50 cents per year—was inadequate to the cost of production, and its list was merged in the *Yankee Blade*, of Boston, in June, 1887. The *Ocean Wave*, an eight-page weekly, was issued by George Otis from October, 1888, to May, 1889.

The *Sandwich Observer* (the second publication by that name) was issued in 1884, being printed at the *Patriot* office, and edited by Ambrose E. Pratt of Sandwich. Mr. Pratt was succeeded about 1887, by Frank O. Ellis, who still has charge of the publication. It is more especially devoted to the interests of the towns of Sandwich and Bourne, and is republican in politics.

The *Falmouth Local* was established by Lewis F. Clarke, who issued the first number, March 11, 1886. It was a three-column folio, printed one page at a time on a job press in the building now the Continental shoe store. At the close of 1887 it had been enlarged, located in a new office, and was being run as a seven-column folio, from a steam-power cylinder press. Since December 8, 1887, Ambrose E. Pratt of Sandwich, has been the editor. George S. Hudson was the printer in charge from September 1, 1886, until July, 1888, when Thomas Brady, a practical printer and pressman, became manager of the press and composing department. It is issued at Falmouth as an eight-column folio, devoted to the local news interests of the several towns of the upper Cape in which it has a fair patronage.

The *Barnstable County Journal* was issued for four years from January, 1886, by James B. Cook. It was a 32-column folio, published at \$1.50 a year. In politics it was democratic—the only newspaper of that faith in the county of Barnstable.

February 17, 1887, William R. Farris, George R. Phillips and Charles H. Crowell issued the first number of the *Cape Cod News*, at South Yarmouth. It was a small twenty-column paper, devoted to local intelligence. In July, 1888, the list was sold to George Otis and absorbed by the *Item*.

Two later candidates for the favor of newspaper readers—the *Wellfleet News* and the *Sandwich Review* were issued November 12, 1889, by the proprietor of the *Item*. They are eight-page papers, devoted to miscellany and the local news of the respective towns. The *News* is written up by Mrs. A. H. Rogers and the *Review* by N. E. Linekin.

Besides the news journals, several monthly publications have been issued by the pupils of the public schools. The *Academy Breezes* was for two or three years issued by the scholars of the Sandwich High school. For about six years, the pupils of the Harwich High school have published a little sheet called the *Pine Grove Echoes*. The pupils of the Bourne High school, since April, 1888, have issued monthly, the *High School Graphic*, a sheet containing many creditable articles. These publications have developed a considerable degree of writing ability, and are doing a good work in their special fields.

CHAPTER XIV.

TOWN OF SANDWICH.

Location and Description.—Settlement and Early Growth.—Domestic Affairs.—Accession of Settlers.—List of Inhabitants in 1730.—Continued Advancement.—Firing the Woods.—The Town's Poor.—The Revolutionary Period.—The Present Century.—Villages.—Civil History.—Churches.—Schools.—Societies.—Cemeteries.—Biographical Sketches.

THE history of Sandwich as a white man's settlement now covers a period of 253 years embracing 48 years preceding the formation of Barnstable county. Prior to 1654 the records of the proprietors are meagre and nearly illegible, but the events recorded are those common to the early history of the plantations of Plymouth colony, and are fraught with the domestic incidents and names so reverently preserved by the present generation. Notwithstanding the records prior to 1884 embrace also the history of Bourne, the compilation of the history of the settlement and growth of Sandwich will be confined to the territory now encompassed within its bounds, so far as a careful research into the musty pages of the past may render the facts separable.

Sandwich is the second town on the north side of the Cape from the main land, fronting for several miles on Cape Cod bay, which forms its northern boundary. The peculiar rhomboidal shape of the town from the line of the bay renders its boundary complicated. Barnstable forms the eastern boundary, extending from near Scorton harbor southwesterly to the northeast corner of Mashpee; the towns forming the southern boundary are Falmouth and Mashpee, the latter also being the eastern boundary for the southwestern portion of Sandwich; and Bourne forms the western according to the division line of 1884 described in the chapter on that town. The area of Sandwich within the perimeter given is 20,955 acres, the surface of which, excepting the salt marshes along the bay, presents a beautiful diversity of undulations in which hills and downs blend in pleasing variety. The valleys contain ponds and rivulets. The central and southern portions of the town are still covered with large tracts of woods affording game of the smaller

sort. The soil is a sandy loam on the elevations, and a fertile alluvium around the ponds and in the valleys.

The ponds are numerous, the larger ones being Peter's, containing 176 acres; Spectacle, of 151 acres; Triangle, 84; Snake, 76; and Lawrence, 70. The smaller ponds worthy of mention are Ellis, of 25 acres; Mill, southwest of Sandwich village, 47; Weeks, 12; and two at East Sandwich, of 12 acres each. Of these ponds only one has a visible outlet; the one southwest of the village supplies Mill river with power for mills. Wakeby pond, connected with the Mashpee, is partially surrounded by the territory of Sandwich.

The inhabitants have always paid much attention to agricultural and mechanical pursuits, and less than do those of the neighboring towns to maritime employments. Besides the culture of the usual crops large quantities of cranberries are successfully raised in every part. Orchards of all kinds are a source of profit. Fishing is one of the occupations of the residents, but not a large amount of shipping is owned and that small, only sufficient for home pursuits. The harbors, too small for important commerce and large shipping, are adequate for the wants of the town, and this fact has assisted in determining the prevailing occupations of its people.

The territory of Sandwhich, prior to 1637, was embraced in the unsettled portions of the vast tract granted to William Bradford and his associates then called the council of Plymouth, and to this council the people of the town were subject, especially in the affairs of the church. No person was permitted "to live or inhabit within the Government of New Plymouth without the leave and liking of the Governor and his assistants." No laws had been made touching political and civil rights until November 15, 1636. A civil power—not church government—was then needed to prevent and correct a conflict of interests in the growing colony. Then it was enacted that annually an election should be held, "but confined to such as shall be admitted as freemen," to whom a stringent oath was prescribed; and none were to be admitted but such as were "orthodox in the fundamentals of religion, and possessed of a ratable estate of twenty pounds." The idea was inculcated that colonies could be established with the right of representation, which was an incentive to the enterprising to seek other lands. Historians assert, that religious considerations also led the ten Saugus (Lynn) pioneers to seek this first plantation of the Cape. Whatever their motives, after deliberation they concluded that the Plymouth colony could be no more stringent than the Massachusetts, nor present more obstacles to their aspirations; so they sought and obtained permission from the colony of Plymouth to locate a plantation at Shaume, now Sandwich. The record says: "April 3, 1637, it is also agreed by the Court that these

ten men of Saugus, viz., Edmund Freeman, Henry Feake, Thomas Dexter, Edward Dillingham, William Wood, John Carman, Richard Chadwell, William Almy, Thomas Tupper, and George Knott, shall have liberty to view a place to sit down, and have sufficient lands for three-score families, upon the conditions propounded to them by the governor and Mr. Winslow."

That year these men except Thomas Dexter, who came subsequently, settled with their families in and near that part of the town now occupied by the village of Sandwich. Within four years fifty others from Lynn, Duxbury and Plymouth came, many bringing their families, and the "three-score," as permitted, appear on the proprietors' records in 1641. The fifty later comers were: George Allen, Thomas Armitage, Anthony Besse, Mr. Blakemore, George Bliss, Thomas Boardman, Robert Bodfish, Richard Bourne, William Braybrook, John Briggs, Richard Kerby, John King, Thomas Landers, Mr. Leverich, John Miller, William Newland, Benjamin Nye, George Buitt, Thomas Burge, Thomas Butler, Tho. Chillingsworth, Edmund Clarke, George Cole, John Dingley, Henry Ewer, John Fish, Jonathan Fish, Mr. Potter, James Skiffe, George Slawson, Michael Turner, John Vincent, Richard Wade, Thomas Willis, Nathaniel Fish, John Friend, Peter Gaunt, Andrew Hallett, Thomas Hampton, William Harlow, William Hedge, Joseph Holway, William Hurst, John Joyce, John Wing, Mr. Winsor, Mr. Wollaston, Anthony Wright, Nicholas Wright, and Peter Wright. Changes occurred early in the population—some returning, others seeking lands eastward on the Cape, and others arriving—but of these 60 families under 56 different names, after 250 years the tax roll of the town contains 16.

The colonial powers made stringent laws for these early settlers who soon learned that laws were not placed upon the statute books for ornament; for the court record of 1638 says "Richard Bourne fined for not ringing 3 pigs; John Carman, 1 sow and 11 pigs; Thos. Tupper, 5 swine; Thos. Armitage, 2 swine"; and at another court the same year "John Burge, Peter Gaunt, Richard Chadwell, Edward Freeman, Richard Kerby, Robert Bodfish and John Dingley were fined" for the similar neglect. It would seem incredible that pigs could have then done damage; but the law required the pigs of the remotest plantations of the colony to wear rings in the nose, and the owner, for this direliction, must needs go to Plymouth to answer in court. During the same year Henry Ewer and his wife were ordered to depart from Sandwich for some violation of law, and "Mr. Skeffe is required to send them back because he encouraged their coming."

How this sentence terminated does not appear; but many of his descendants succeeded him and the name still exists in all respectability. The same court deemed it necessary that the land in Sand-

wich should be defined and allotted with all convenient speed, and for this purpose directed Mr. Alden and Miles Standish to proceed at once to that plantation. This was done in 1638 and afterward recorded in the proprietors' records; but from these records no intelligible description of these allotments can be made; and if described as the records read, the lapse of time has so nearly effaced the landmarks named by the old surveyors—the marked trees, the stakes and stones, even the rocks themselves—that with the record alone not a single property could now be correctly bounded; but there are several estates both here and in Bourne now owned by the descendants of the pioneers, and thus a few of the original tracts can be approximately located.

The rigid surveillance of the court over the disposal of lands to persons considered *unfit*, was continued for some years, and in a measure perhaps retarded the growth of the settlement; but in 1643, four years after Sandwich had been clothed with the dignity of a town, the following, between the ages of 16 and 60, were enrolled as liable to bear arms: Francis Allen, George Allen jr., Matthew Allen, Ralph Allen, Samuel Allen, John Bell, Edmund Berry, Anthony Bessy, Miles Black, John Blakemore, Thomas Boardman, Robert Bodfish, Richard Bourne, George Buitt, Richard Burgess, Thomas Burgess sr., Thomas Burgess jr., Thomas Butler, Richard Chadwell, Edmund Clark, Henry Cole, Edward Dillingham, Henry Dillingham, John Dingley, John Ellis, Henry Feake, John Fish, Jonathan Fish, Nathaniel Fish, Edmund Freeman sr., Edmund Freeman jr., John Freeman, Peter Gaunt, Thomas Gibbs, John Green, Thomas Greenfield, Joseph Holway, Peter Hanbury, John Johnson, Thomas Johnson, John Joyce, Richard Kerby, George Knott, Thomas Landers, Mr. William Leverich, John Newland, William Newland, Thomas Nichols, Benjamin Nye, John Presbury, Henry Sanderson, Henry Stephen, Thos. Shillingsworth, James Skiff, William Swift, Thomas Tupper, Michael Turner, John Vincent, Nathaniel Willis, Lawrence Willis, Joseph Winsor, Daniel Wing, John Wing, Stephen Wing, William Wood, Anthony Wright, Nicholas Wright, Peter Wright.

The towns of the colony were required in 1654 to procure books for recording divisions and purchases of land, after which the records of Sandwich were more properly kept. The reader has been given the names of the heads of the original three-score families and the military roll which included the young men; now after the lapse of a few years, when the records, bounding each freeman's land have been arranged, we find the following named persons had land in addition to those alluded to: Jedediah Allen, William Allen, William Bassett, Nehemiah Bessie, Job Bourne, Michael Blackwell, John Bodfish, Samuel Briggs, Jacob Burge, Joseph Burge, Ambrose Fish, John

Gibbs, William Gifford, Robert Harper, Edward Hoxie, Lodo. Hoxie, John Jenkins, James Skiff jr., Isaac Turner, and Thomas Tobey sr.

These, with those previously named, comprised the settlers of Sandwich as found by the records during the first twenty years. Some had sought other homes on the Cape, during the time, but where, no mention is given. The population of Sandwich in the year 1764 was 1,449; in 1776 it was 1,912; in 1790, 1,991; 1800, 2,024; 1810, 2,382; 1820, 2,884; 1830, 3,367; 1840, 3,719; 1850, 4,181; 1860, 4,479; 1870, 3,694; 1875, 3,417; 1880, 3,543; and in 1885, after the incorporation of Bourne, the population was 2,124, of whom 556 were voters.

The Sandwich settlement was not beyond the social reach of the Plymouth people, for it is recorded that William Paddy, a merchant of Plymouth, on the 28th of November, 1639, took in wedlock one of its fair daughters. No doubt this marriage was legally contracted and completed; for the court yet had stringent laws regarding the intercourse between young people, and as late as 1648 a citizen of Sandwich was forbidden to show attention to a certain female "until the court can better discern the truth of his pretensions."

A deed of the plantation was executed in 1651 confirming the former grant, the conditions of which had been fulfilled by the proprietors. These held lands in common, to be used jointly and to convey to New-Comers who might be qualified to become freemen. A man could become a freeman, entitled to hold land and vote, but his orthodoxy constituted his fitness; and even the proprietors must have permission from the court for certain desired privileges, as we find in 1644 that George Allen was "licensed to cut hay at the ponds beyond Sandwich plains." These restrictions were removed a few years later.

The proprietor's records, year after year, show increase in the cares of a growing town. The town neck—that portion east of the harbor—had been used in common as pasturage, but in 1652 it was thought best, to use its luxuriant grass for young cattle, and March 12, it was "agreed that the Town Neck still be used for pasturage, from 1 May to Oct. 4, but that no cattle except calves shall be put in without the consent of the town." The town neck is still held in shares by the descendants of the proprietors or by purchasers, being 60 shares of two acres each.

Whaling was quite actively engaged in by the people of the colonies, and the wounded whales, often escaping and dying, would float to the north shore of the town. Grampus and other large fish would also be stranded on the flats by the receding tides, and as early as 1652 it was "ordered that Edmund Freeman, Edward Perry, George Allen, Daniel Wing, John Ellis, and Thomas Tobey, these six men, shall take care of all the fish that Indians shall cut up within the limits

of the town so as to provide safety for it, and shall dispose of the fish for the town's use; also that if any man that is an inhabitant shall find a whale and report to any of these six men, he shall have a double share; and that these six men shall take care to provide laborers and whatever is needful, so that whatever whales either white men or Indians gives notice of, they may dispose of the proceeds to the town's use to be divided equally to every inhabitant." This was found to be a source of considerable income to the town, and soon after the court at Plymouth enacted that one barrel of oil from every whale be given to them, which was acceded to; but this whaling on land gradually declined as the whalers at sea became more proficient.

Among other duties of the year 1652 the town appointed "Anthony Thacher, Wm. Bassett, Jonathan Hatch, John Finny, James Skeff, Henry Dillingham, John Ellis, John Wing, Jos. Rogers, Edw. Bangs, Wm. Hedge, Thomas Hinckley, and Thomas Dexter," as a committee to attend to the laying out of a road from Sandwich to Plymouth, which is now a portion of the county road. The road had not been completed two years later, for in 1654 both "Plymouth and Sandwich were presented for not having the country highway between these places cleared so as to be passable by man and horse." The difficulties of the passage and the distance to Plymouth to have the town's grain ground induced Thomas Dexter to negotiate with the proprietors to build a mill in 1654, and "the town gave full power to Edward Dillingham and Richard Bourne to agree with sd Dexter to go on and build the mill." But this project failed, and "John Ellis, Wm. Swift, Wm. Allen, and James Skeff were engaged to build a mill, the town paying £20." This sum was subscribed by 22 of the freemen and the mill was completed early in 1655; the records say for May 18, "The town hath agreed with Matthew Allen to grind and have the toll for his pains."

Dexter's determination to build a grist mill led him to again agree to erect one, if the town "would allow him 5 pts. per bush. toll; he to build and maintain the mill and dam and all other things thereto belonging; and to provide a miller at his own cost." This agreement was entered into 1655, but the mill was not completed until later, and Dexter's toll dish continued to grow in dimensions until its unlawful size caused the appointment by the selectmen of Goodman Chadwell, Edmund Freeman and Thomas Tobey, "to agree with Thos. Dexter, jr., for the grinding of the town's corn; and if they fail to agree then 12 acres of the land at the river that comes out of the pond at the head of Benj. Nye's marsh, shall be granted to any other of the townsmen that will set up a mill." Dexter's toll dish not shrinking in size, the land promised by the town was laid off at Little pond furnishing a mill, and a toll dish under the town's control. This last mill was

doubtless at Spring hill, and was erected in 1669. The obligations of Mr. Dexter to the town, or how far he could control his toll is not explained in the records only as heretofore mentioned. Nor was the future of the old mill a subject of action for the selectmen for many years.

A copy of a deed under date of 1668, transcribed from records at Plymouth is now in possession of the Nye Brothers, who occupy the Thomas Dexter property. James Skeff, jr., that year sold it to Thomas Dexter, sr., for £15, part to be paid in money, the remainder in cattle and corn. Messrs. Holway, Burgess, Sears, the Sandwich Savings Bank, and later B. F. Brackett (now deceased) were interested in the title down to 1879, when William L. Nye and Levi S. Nye became the occupants as Mr. Brackett's tenants. The old mill did more or less service until 1881, when from its antiquity it was excused from grinding the little corn that occasionally came. The rude hopper and gearings, now dismantled, are a faithful memento of the simplicity of the fathers of the present generations. The old undershot water wheel on the side was long ago replaced by a turbine; and early in the present century a woolen factory was erected on the east of the grist mill. This was used for carding and cloth-dressing until 1830, when it was taken down. Upon this site later, the present building was erected for a marble works, sawing the blocks of marble below and finishing the slabs in the rooms above, which work was in turn discontinued about 1859 or '60. After two or three years L. B. Nye leased this building, where he carried on wheelwrighting and pounding clay for the Cape Cod Glass Works until 1871; Levi S. Nye manufactured jewelers' boxes here until 1876; and in 1879 the present active business of making and printing tags was inaugurated by the Nye Brothers, furnishing employment for several persons in the factory and a much larger number outside.

The fact, that the love of money is the root of much evil, is older than the old mill; and that some in the generation of which we write should be tempted beyond their powers of resistance, was as natural as the turning of the mill-wheel under a head of water. But the records of that time contain other than mill-toll temptations, and the charitable manner in which the fathers recorded them indicates that they were only ripples on the smooth sea of justice. In 1667 Joseph Burge was fined £1, "for disorderly helping away horses out of the colony"; and later, in 1669, a shirt having been stolen was found in the possession of a person who claimed to have purchased it of an Indian; this person was required "to look up the Indian," and to give him ample time to do so, he was bound over for a term. It is just to say that irregularities of this kind were rare and records of no others are to be found on the town's books of those days.

The maturing crops of wheat and corn dotted the knolls of the northern portion of Sandwich at the time of which we write, and to the inhabitants these were of great value. The sheep husbandry had also become important in the wants of the town; but both industries had their enemies. The blackbirds from the marshes and the wolves from the woods south and west of the settlement gave occasion for the order in 1672 "that all masters of families and all young men that are at their own disposing, shall kill or cause to be killed one dozen of black-birds." The amount paid for wolves' scalps was from 5s. to £1 each according to size. These exactions and bounties were continued for many years until the necessity was removed. The sheep husbandry attained its greatest importance in the early part of the eighteenth century, the town erecting yards in various parts, over which shepherds were placed. After about 1730 it declined as rapidly as it had advanced. The activity and policy of the town exterminated the wolves before 1800, for they were reduced to one several years previous. The records of January 19, 1790, say that the town "offered a bounty of £25 to any one who shall kill the wolf, catamount or tiger infesting this and the neighboring towns and destroying sheep." This bounty was increased in March of the same year to £30, and at the same time it was ordered, that if the committee to whom this matter was referred, thought it expedient to have a general muster of the inhabitants to secure the depredator, then every able-bodied man should be called to engage in the duty.

These were not the only clouds to shadow the people of Sandwich; for in 1676 Ralph Allen and Stephen Skiff were appointed "to carry the town's mind to Barnstable, that the towns may know each others minds in reference to the bringing of some of the people of the out-towns, among us." This action of the town indicated the solicitude occasioned by the war of King Philip for those dwelling in more unprotected towns. The doors of the houses were opened for those in danger, and watch was kept by the town lest the Indians of the Cape should be induced to commit depredations as they were urged to do. Sandwich by money and men responded to every call of the colonial government in this war, which has been mentioned in chapter VI.

While the town was thus active in its domestic affairs, accessions had been made to its territory by the New Comers, and the boundary lines that had been established on the east in 1659 and in 1685, were readjusted, substantially where they now are, by the selectmen of Sandwich and Barnstable in 1702. The bounds between Falmouth and Sandwich were established the same year, and between Sandwich and Mashpee in 1705 by agents appointed for the purpose. In 1887 the legislature established the present straighter line of separation between Sandwich and Mashpee. While its ter-

ritory had been somewhat increased, the bounds defined, and peaceable title secured, accessions had also been made to its settlers as the years rolled on and the eighteenth century dawned upon the settlement. The first "three-score families" prior to 1641 have been named; the deaths, removals and new arrivals which had occurred in the plantation are plainly indicated by the training list and the names of the resident freemen in 1654,—the year the recording of their names was first required by law. No accurate list of further changes in the settlers can be given until 1730, when Mr. Fessenden, many years a pastor among the people, made a list of 136 heads of families—exclusive of Quakers—the then residents of the town. After this lapse of nearly a century from the settlement, the changes would naturally be great; the original settlers had passed away and their descendants were occupying the patrimony; others had arrived; and as many were not freemen their names have not appeared in the lists heretofore given. But by appending the names given by Mr. Freeman, a comparison of all, each with the other, the reader will recognize the names of the settlers of Sandwich during the first century of its settlement and growth. The names in this list of 1730 were: James Atkins, Samuel Barlow, Samuel Barber, Thomas Burgess, Lieutenant William Bassett, Nathan Barlow, Peleg Barlow and Eliza his wife, Nathan Bourne and Mary his wife, Eleazer Bourne, Jonathan Bourne, Dea. Timothy Bourne and Temperance his wife, John Blackwell and Lydia his wife, Silas Bourne, Colonel Methia Bourne, John Barlow, Ezra Bourne, John Bodfish, Jacob Burge, Samuel Blackwell, Micah Blackwell, Joshua Blackwell, sr., jr. and 3d; John Chipman, Edward Dillingham, sr., Simeon Dillingham, Solomon Davis, Richard Essex, Nathaniel Fish, John Ellis and Sarah his wife, Josiah Ellis and Sarah his wife, Lieutenant Matthias Ellis, sr., Malachi Ellis, Moses Swift, jr., Seth Fish, John Freeman, John Foster, Joseph Foster, John Fish, sr., John Fish, jr., Benjamin Freeman, Widow Freeman, William Freeman, Edmund Freeman, Benjamin Gibbs, Widow Gibbs, Cornelius Gibbs, Richard Garrett, Thomas Gibbs, sr. and jr., Samuel Gibbs, sr. and jr., Sylvester Gibbs, Hannibal Handy, Isaac and John Handy, Cornelius and Zaccheus Handy, Richard Handy, Ebenezer Howland, Joseph Hatch, Thomas Hicks, Isaac Jennings, Samuel Jennings, Shubael Jones, Ralph Jones, jr., Joseph Lawrence, Samuel Lawrence, Richard Landers, John and Nathan Landers, Widow Morton, Nathan Nye, William Newcomb and Bath his wife, Joseph, Timothy, Peleg, Samuel, Benjamin, Jonathan, Ebenezer, and Nathan Nye, jr., Joseph Nye, sr., Seth Pope, sr. and jr., Widow Pope, and the following Perry's: John, jr., Samuel, Elisha, Benjamin, Benjamin, jr., Widow Perry, Timothy, Elijah, John, Ezra, Ezra, jr., Abner, Samuel, jr., and Ebenezer Perry; Elkanah Smith, John and Samuel Smith, Seth Stewart, Samuel Swift,

Ephriam Swift and Sarah his wife, Moses Swift, Jabez and Abigail his wife, Samuel Sanders, Captain Stephen Swift, Gamaliel Stewart, Samuel Swift, jr., Josiah Swift, Jireh Swift, Joseph Swift, Jonathan Tobey, Nathan and Cornelius Tobey, Gersom Tobey, Medad Tupper, Eliakim and Eldad Tobey, Dea. Israel Tupper and wife Eliza, John Tobey sr. and jr., Eleazer and William Tobey, Samuel and Seth Tobey, John Vilking, Nathaniel Wing, Widow Wing, Ebenezer Wing.

Returning to the details of the advancement of the town it is found by the records that the inhabitants had not been idle. Leave had been given "to certain persons to box and milk two thousand pine trees, for two years, £2 to be paid to the town for the use." This was in 1707; and in 1717 leave was given "to sundry persons to set up a saw-mill upon the brook at Spring Hill;" also to others the privilege to build a dam across the cove between town neck and the beach to prevent the overflow of the meadows. The remains of this dam are yet visible—a suggestion of future cranberry bogs. Again in 1742 Samuel Wing was voted "the liberty to erect a grist mill on Spring-hill river;" and another law enacted by the town the same year "ordered that a passage be made into the pond in the centre of the town, for herrings."

Another custom of the proprietors, would, if followed, be a cause of alarm at the present day; it was that of firing the woods. At the town meeting held March 21, 1754, forty-two men were appointed "to fire the woods before Apr. 16." To the reader it may appear strange that the custom of firing the woods prevailed here as late as 150 years ago. When this territory was settled the forest was composed of larger trees, consequently but little underbrush, and the trees were not injured by the fire which was to facilitate the growth of herbage of various kinds for sheep and cattle. It also destroyed the noxious shrubs and decaying fallen branches which impeded the travel of man and beast. Doctor Hildreth, in his description of the custom, says: "While the red man possessed the country and annually set fire to the fallen leaves, the forests presented a noble and enchanting appearance. The eye roved with delight. Like the divisions of an immense temple the forests were crowded with innumerable pillars, the branches of whose shafts interlocking, formed the archwork of support to that leafy roof which covered and crowned the whole. But since the white man took possession, the annual fires have been checked, and the woodlands are now filled with shrubs and brush that obstruct the vision on every side, and convert these once beautiful forests into a rude and tasteless wilderness."

Referring again to the town records, the fact is evident that prior to 1726 the town had had no poor people, or the community had for-

gotten that "The poor ye have with you always"; for on the 14th of July of that year, in open town meeting, it was ordered "that a house be sett up of seventeen foot long and thirteen foot wide, at the town's cost and for the town's use for such of the poor of the town to dwell in as shall from time to time be ordered there by the selectmen or overseers of the poor; and that the same be furnished fit to dwell in and the cost thereof to be drawn out of the town treasury per order from the selectmen. And that sd house be sett in the most convenient place between the town's pound and the mill river." On the 18th of May, 1773, a committee, that had previously been appointed, reported that it was best to hire the house of Seth Tobey for the poor, which was done only a short time, when the town purchased the present poor-house farm on the Spring Hill road, of which Elijah Hancock has been the keeper for many years.

The clouds of war again were spread over the county, and Sandwich had individual duties to perform, which were executed in the most seasonable and loyal manner. In 1767 the town ordered the building of a powder house, which was duly stocked with munitions of war. Other precautions were wisely taken, and every call, by the government, for men and means during the war of the revolution, was responded to with alacrity. Besides the proportion due and required in this great struggle for independence by the people, Sandwich had local obstructions to impede and embarrass. The north shore must be watched and secured from threatened bombardment and invasion by the enemy; Falmouth relied, when similar depredations were threatened, upon this town for aid, which was granted by midnight marches.

In 1778 the smallpox appeared among the inhabitants of Sandwich, causing more alarm than would a British fleet if anchored within gunshot of the town. The action taken to suppress this contagion was prompt and effective. A pest-house was erected, the roads were fenced, nurses were provided, red flags prevented intrusion to its vicinity, and even stray dogs and cats were sacrificed to prevent a spread of the contagious disease.

The sunshine of peace in 1783 dispelled the clouds of war. Sandwich had suffered the loss of several brave citizens—some had fallen in defense of the liberties for which they had contended; but the greater number had fled to Long Island, a clime then more congenial to their tory proclivities, but later they were permitted to return by the generous people of Sandwich.

With the dawn of the present century the town had assumed its wonted activity. Other mills and improvements sprang into existence; the town bounds on all sides were renewed; and such was its buoyancy that the war of 1812 passed without disturbing its industries.

Illustrative of their independence was the vote of the town, September 20, 1814, that "in case of any attack by the enemy we will defend the town to the last extremity." The significance of this vote more fully appears with the fact, that the English cruisers had made demands, with threats, upon other towns of the Cape, and had been paid considerable amounts.

The war of 1812 did not deter the building of a cotton factory in that year, for which enterprise the town gave its consent by vote the previous year, "that Samuel Wing and others have leave to erect a dam and works of a cotton factory on the stream between the upper and lower ponds in Sandwich village, at a place near Wolf-trap Neck, so called." This was used many years as a factory for various purposes and was burned in 1883.

The present town house, near the old grist mill, was erected in 1834. Prior to this, public meetings were held in the church according to the custom of those days.

The prosperity of the town in its manufactories established after the first quarter of this century, is unprecedented in the history of the towns of the Cape. The loyalty of the inhabitants was strongly marked during the civil war of 1861-65, by its early action as recorded in Chapter VII. Every quota was filled promptly, and the record of the soldiers, as kept by the town, shows that during the war 386 men were enlisted, ten of whom were colored. These were scattered among various regiments and batteries, and in the naval service, the larger numbers in single regiments being 68 in the Twenty-ninth, 51 in the Fortieth, and 24 in the Forty-fifth. On the 9th of April, 1864, by a vote at town meeting the tax of one mill on the dollar was made to create a sinking fund for the payment of the debts contracted, and under the economical supervision of the selectmen the town was soon free from the debts of the rebellion.

After the excitement of the rebellion the people again relapsed into peaceful habits. The bogs, were further developed to the culture of cranberries, rendering these marshy lands of more value than uplands; the Old Colony railroad had opened more direct and rapid transportation to the best markets for the products of the land, and industries of every kind were greatly increased. The territory embraced within the town was fifty square miles and the communities along the western border had become important. The residents of North and West Sandwich with those along Buzzard's bay had asked for a division of the town; but without avail. After the opening of the Wood's Holl branch of the railroad the western portion more urgently persisted in the division of the original town of Sandwich, for which cogent reasons were advanced, and the matter was contested finally in the legislature by both factions, resulting in the erection of Bourne

from Sandwich in 1884, the particulars of which, with the line of separation, are fully given in the Bourne chapter.

The population, territory and valuation of the original town was lessened one-half by this division; but also were the expenses. The old town had lost the seacoast of Buzzard's bay; but had retained nearly all that of Cape Cod. Sandwich still leads the other towns of the Cape in manufactories, paying yearly \$6,000 for schools, \$2,500 for the poor, \$2,500 for roads, and other proportionate expenses, which indicates to the reader that it retains its rank among the first.

VILLAGES.—The history of the village of Sandwich and that of the town are so inseparably blended during the first 150 years of their growth, that either would compose the warp or the woof of the fabric presented to the reader at the close of the 18th century. The three-score families who first settled in 1637 the plantation of Sandwich, had formed the nucleus of this principal village which so prominently marked the town in its industries and growth during the period mentioned. Early in its history the village of Sandwich was the door of the Cape and the terminus of lines of travel. This, in its turn, created taverns and other places of business, for which the village was most celebrated in the early days of the Cape. In 1659 John Ellis was licensed to keep an "ordinary" at Sandwich village, and sell "strong waters and wines, only not to let town-dwellers stay drinking unnecessarily at his house." There is no evidence that the strong waters sold by Ellis had any connection with those of the pond above. Newcomb's was a favorite resort situated by the side of the lower pond; but the records do not indicate that he sold the waters thereof. William Bassett was licensed by the court in 1659 "to draw wines," a business which he followed several years attended with its consequent troubles, as in 1666 he complained of James Skiff, jr., who was fined 10s. "for going to sd Bassett's house and taking away liquors without order." This was an industry susceptible of no improvement except in the desires and appetites of the town-dwellers; and so, after a fair trial of rum rule for 154 years, the good people on May 3, 1819, voted "that there shall be no retailer of distilled liquors licensed; and that tavern keepers are not to be approbated unless they desist from mixing and selling to town-dwellers."

The early stage and mail line from Plymouth to the Cape terminated at the celebrated tavern called "Fessenden's," which was then the middle section of the present Central Hotel on Main street. This building was originally the residence of Rev. Benjamin Fessenden, and William Fessenden, his son, opened an ordinary after the decease of his father. We can date its advent in 1790 as the principal tavern of the village, from which all the stages started—to Plymouth daily and east on the Cape tri-weekly. Mr. Fessenden retired in 1830 and



RESIDENCE OF GEORGE P. DREW,

Sandwich, Mass

was succeeded by Sabin Smith, who at once erected the eastern and larger portion of the present Central Hotel. Elisha Pope and Sewell Fessenden were the landlords successively until 1844, then Michael Scott and David Thompson until 1863. Zenas Chadwick then became the owner, kept it for a time and was succeeded for two years by Frank Aborn, then by A. C. Southworth until November, 1888, when Zenas Chadwick resumed its control and continued until his death in 1889.

Nearly in the rear of this hotel, or perhaps more directly in rear of the church near by, is the site of the old pound which the people were compelled to build in 1715 by the order of the court of sessions, to which complaint had been made of their neglect.

Nathaniel Freeman, whose appointment was dated April 25, 1793. William Fessenden succeeded him October 6, 1795, and continued the office in his hotel until May 9, 1825, when his son William H. Fessenden moved it to the drug store building east of the hotel, where he filled the duty of postmaster until Avery P. Ellis was commissioned, October 26, 1839. Zenas R. Hinckley was the next postmaster from September 16, 1841, until July 28, 1853, when Charles B. Hall was appointed and kept the office until 1861 in the same building. Frederick S. Pope served from 1861 to October 1, 1887, when James Shevlin was appointed.

There is no mention of stores in the early records except of the class that "draw wines," but no doubt codfish and molasses, tea and tobacco were kept at such establishments. Mr. Fessenden had a store, such as it was, with his post office, and was succeeded by W. H. Fessenden in the present drug store building east of the Central Hotel. Zenas Hinckley and Mr. Stetson were partners in a dry goods and grocery business in the same building, wherein also Charles B. Hall did business until his death in 1881. Stores of various kinds were numerous after 1825.

George P. Drew of Sandwich was born in 1828, and, although not a native of the Cape, has been one of its solid business men nearly forty years. He was born at Plymouth, Mass., and after a short period in business at New Bedford he opened, in 1851, a clothing business at Sandwich, which he continues and is now one of the oldest living business men of that town. During his term of business life he has been identified with the growth and prosperity of his adopted town, and his thorough and energetic nature has marked his enterprises with success. In 1881 he erected on Jarvis street the fine residence in which he lives, and which is the subject of the accompanying illustration. Mr. Drew may point with pride to his ancestry, the primogenitor in New England being John Drew from whom in succession descended Lemuel, Seth, Lemuel and William, his father, who married Priscilla, daughter of Judah Washburn. George P. Drew,

youngest son of William, in 1852, married Martha A. Southworth and their children are Sara C. and Ida W.

John Q. Miller opened a clothing store in 1857 at the foot of Jarvis street in Swift's block, which was burned in the fire of 1870. He purchased and moved the Universalist church to the burnt district the same year and continued the business until 1885, when he commenced the present livery business. R. C. Clark's store, started in 1857, was one of the six burned; the fire originated in the building that occupied the site of the present store of Frank H. Burgess and extended to Willow street. Mr. Clark opened another store which he continued several years. In 1875 his sons, C. M. and Fletcher Clark, opened a general store where Mr. Fletcher Clark is now, who purchased the interest of his brother C. M., January, 1888. In 1877 Frank H. Burgess built the present store and deals in furniture, wall papers, and fancy goods.

T. C. Sherman commenced business about 1856 on Jarvis street, afterward erecting the store now occupied by Sanford I. Morse, to which he removed. He sold the grocery business to Charles H. Burgess in 1861 and the dry goods to A. F. Sherman. Mr. Burgess continued the business in the same store, his three sons, Frank, Charles, and Thornton being partners alternately, until 1880, when the present grocer, Sanford I. Morse purchased the business. James W. Crocker opened a store in 1854, in Boyden block, when the building was new, and he is still engaged in the grocery and confectionery business. An old merchant here was William Loring, who was several years in a room under the town hall, and in 1845 we find him nearly opposite the Central House with his store. For twenty-one years John Murray was a merchant here on Jarvis street dealing in dry goods and clothing, removing from Providence, R. I., where he commenced business in 1854. Gustavus Howland for forty-two years has been engaged in the lumber business, having purchased the Deming Jarvis lumber yard of H. H. Thayer in 1847.

The first hardware merchant in the church building, east side of Jarvis street, was Josiah Foster, who had a store at his house previously. In 1870 Foster sold this hardware business to E. F. Hall, who in 1873 was succeeded by James S. Bicknell. O. H. Howland, the present owner, purchased the stock in May, 1876, and his business desk is placed upon the pulpit of the Puritan chapel. Not that he was a member of said church, or that his good business name is necessarily based thereon; but his desk actually rests upon the pulpit occupied by Rev. Giles Pease forty-two years ago. In 1866, Gibbs & Hunt erected the building now occupied by Benjamin G. Bartley for a boot, shoe and dry goods business which was subsequently sold to Joshua Jones, who ran it about eight years. J. F. Knowles, in 1880,

purchased the boots and shoes, and F. S. Allen & Co. the dry goods, both parties occupying the store. After four years Mr. Knowles sold his stock to F. E. Pierce, who removed it to the Novelty block and and then to the building next north of Howland's hardware store, where he was burned out in 1888. In October, 1884, Allen & Co. sold their stock to Benjamin F. Bartley, who added to the depth of the store in 1887, and carries a large line of dry goods only.

Sandwich has long been noted for its many and useful manufactories, of which that of the Boston and Sandwich Glass Company was for many years the most prominent. Deming Jarvis established it in the village in 1825. The adjacent pine lands, of which vast tracts were purchased for the wood, was the inducement for its location. A stock company, mostly of Boston capitalists, was formed in 1826 under the above name, running one furnace and gradually increasing to four of large capacity. During the years 1861-64, the business employed 500 hands in its various departments, manufacturing yearly to the amount of \$300,000. The establishment closed its doors January 1, 1888, having then on its pay rolls the names of 275 men. Ten of its employees the same year erected a building, and eight of them are now manufacturing under the name of the Sandwich Co-operative Glass Company.

Another important manufactory is that of Spurr's Patent Veneers, Marqueteries, and Wood Carvings. In 1882 Charles W. Spurr, of Boston, started veneer cutting in the building formerly belonging to the Cape Cod Glass Works. In 1887 others became interested, creating the firm of Charles W. Spurr & Co. A large number of men are now engaged in cutting veneers for cigar boxes, car work, furniture, and for ornamental uses, and carvings for furniture and ceilings. In connection with it a company was formed in the autumn of 1888 called the Cape Cod Glass Company, of which Charles W. Spurr is the president. The cutting and decorating of glass employs many men.

Near the works mentioned, is the factory of the Bay State Tack Company. The manufacture of tacks was begun by Stephen R. Wing and Stephen R. Rogers, southwest of the village in the old cotton mill, which was built by Mr. Wing's father, Samuel. They did business as the Sandwich Tack Company and after Zenas R. Hinckley, their successor, had been followed by some Sandwich people as owners, Jones & Heald bought the property about 1863 and operated it under its original name, until its destruction by fire in 1883. In the meantime E. B. Howland organized the Bay State Tack Company and in 1880 they built the factory still standing near the Catholic church, and operated there for several years. In 1882 Jones & Heald bought of the Central Manufacturing Company of Boston, who had purchased of the two Burgess brothers, a two-thirds interest in this

factory and leasing the other third of Mr. Howland, have operated the works until the present time. These works are valuable, being composed of a good building, 125 by 35 feet, 20-horse power engine, twenty-four tack-cutting machines and other tools and machinery.

An institution for mutual saving and assistance in building, called the Sandwich Co-operative Bank, was organized August 11, 1885, and chartered October 1, same year, with an authorized capital of \$1,000,000. It began business December 15, 1885, occupying Hunt's Hall for a place of meeting. Stock was issued at the first meeting of which 88 members took 133 shares. The sixth series was issued June 18, 1889. J. E. Pratt, M.D., has filled the office of president since the organization; E. B. Howland, vice-president; and W. H. Heald, secretary and treasurer. The office of treasurer was distinct and filled by Frank H. Burgess until 1888. The Sandwich Savings Bank was an institution, in operation prior to 1874, which was closed by order of the commissioner, and paid 80 cents on the dollar to its stockholders.

The Cape Cod Glass Company mentioned, was the outgrowth of a business started in 1859 by Deming Jarvis after his severance from the Boston and Sandwich Company. He then erected the building now occupied by Charles W. Spurr & Co. for the manufacture of glass by his son and son-in-law, and from this the first-named company was established; it is said to have closed its doors the day Deming Jarvis died. Another unsuccessful enterprise connected with the various glass manufactories was the building of a steamer to ply between Sandwich harbor and Boston. Mr. Jarvis, while agent of the Boston and Sandwich Glass Company, instituted this steamship line after the advent of the railroad. It was very soon discontinued.

The express business has become important from the growing industries, and its present daily loads of freights manipulated by Willard E. Boyden, the agent, could not have been so readily transferred by the old-time Plymouth and Sandwich stage line of his father's, of which this business is the continuation. The father's line was superseded by the railroad and Willard E., who assisted him, has filled the position of agent since the arrival of the first train. The livery and boarding stables of Mr. Boyden are the outgrowth of the stage line.

Other business places worthy of mention in 1889 were the stores of F. F. Jones, boots and shoes; J. C. Stever, jewelry; Proctor Brothers, druggists; George N. Chipman, druggist; and H. G. O. Ellis, boots and shoes.

East Sandwich post-village was settled very soon after the principal village of the town, and many of the early proprietors were attracted here by its beauty and fertility to take up their abodes. Its proximity to Sandwich village has given its people very desirable religious and educational privileges, as well as business relations. It is

situated along the county road in rural loveliness, its denizens enjoying the embodiment of town and village life in every phase of each. The station of the Old Colony road is midway between East Sandwich and Spring Hill, where both communities have the traveling and mail facilities of other villages on the line. In 1889 a larger and more convenient station was built.

Grange, No. 139, of East Sandwich, was chartered March 4, 1887, with a membership of 21. Samuel H. Nye was chosen master; John F. Carlton, lecturer; Mrs. Jerome Holway, secretary; and Joseph Ewer, overseer. In 1889 this Grange numbered 52, and an association was formed by its members, called The East Sandwich Mill and Hall Association, the object being to erect a grist mill and Grange hall. A mill was purchased at Centerville, transported and erected upon the site where Dea. Samuel H. Nye's mill stood so long; and a commodious hall for public use, as well as their own, has been erected apart from the grist mill. The stockholders are members of the Grange but others than members were permitted to take shares. Joseph Ewer was elected president of the association and Samuel H. Nye, superintendent.

There is no hotel here; but many years ago, when staging and traveling along the county road was the order of the day the old Hall tavern kept by Joseph Hall, was one of the important institutions. On the south side of the road where Samuel H. Nye lives was the site, and G. B. Howland has the old sign that swung before the door. Mr. Hall also kept a store and the post office. He was appointed postmaster April 10, 1818, when the office was established, and served until the appointment of Joseph Hoxie, August 25, 1840. The office was discontinued February 28, 1854, and since its re-establishment Joseph Ewer, succeeded by his wife, kept the office for many years at his house where it now is.

Spring Hill is just westerly from East Sandwich on the county road and is the same community practically, but enjoying its own post office. This office was established when Paul Wing had his celebrated boarding school here. Nathan Wing was the acknowledged postmaster in the first days of the office, succeeded by Miss Elizabeth Holway, who resigned it some twenty-five years ago to the care of Mrs. C. J. Holway. Miss Lottie Taber was appointed in 1880 and the office is at her residence. Prior to the coming of the railroad one office served East Sandwich and Spring Hill. Spring Hill is properly named from the many springs that issue from its sides and summit, and a stream, sufficient for mill purposes and for which it was formerly used, is formed from these crystal fountains, and meanders through the fertile valleys to the harbor. The Friends' church and cemetery, the most important places of interest here, are mentioned elsewhere.

This part of the town was early settled. The remains of the dam of the old Benjamin Nye saw mill only are extant in the brook; but tradition says that Deming Jarvis sawed staves in the old mill as late as 1841. Here was the later business of W. C. & I. K. Chipman, sash and blind works. Spring Hill is fast becoming a summer resort, and one train of cars stopped there daily each way, during the summer of 1889 to accommodate the inhabitants. Cedarville, in the eastern portion of the town, is noticeable from the remembrance of early school days. In 1878, men who had been pupils in the old school house there, formed the Cedarville School Association, bought the house and lot, and from city and farm, wherever scattered, hold a mid-summer meeting within the walls of the old school house. It has been modeled into a suitable hall and was the meeting place of the East Sandwich Grange until its own hall was completed. David N. Holway, of Boston, has been the secretary since the organization, and Jerome R. Holway is now president.

South Sandwich is a post-hamlet in the southeastern part of the town, having daily mail from West Barnstable, with W. H. Meiggs to dispense it in accordance with the rules of the department. The first postmaster here was Lemuel Ewer, appointed June 3, 1825. He was succeeded April 24, 1837, by Solomon C. Howland.

Forestdale is the name given to Greenville when the people asked for a post office about three years ago. It is in the south part of the town west of Wakeby pond, and enjoys a daily mail by being on the route of the Mashpee stage to Sandwich. The postmaster is William Osborne who was appointed with the formation of the office. He also has a store of which he was proprietor prior to having the office.

CIVIL HISTORY.—The civil history of Sandwich, like every plantation of Plymouth colony in its first few years of life, was intimately blended with the church, and the latter wielded power sufficient for the guidance of the well-disposed residents. The officers and leaders in every station of life were required to act and decide as "God shall direct."

In 1639—two years after its settlement—the plantation received its incorporation as a town of Plymouth colony, entitling it to select its own local officers and to be represented at the court in Plymouth. The same year we find George Allen was appointed and sworn as constable, but no definition of his duties was mentioned. His power was unlimited, however, for pigs without rings in their noses and people who dissented from the established church must be looked after.

Deputies were first elected in 1639 and Sandwich elected two to attend the first house of representatives of Plymouth colony. In

May, 1651, Goodman Tupper, Goodman Burge, sr., Nathaniel Willis and William Gifford were given power "to call a town-meeting by giving three days' warning, whenever they see occasion for the same." The voters being few and every vote being needed, this restriction was made—"voted that what neighbors stay away above an hour after the time appointed shall lose their votes in what was done before they come." This vote empowering men to call a town meeting was the first action upon what was years after the election of selectmen. A further order for the manner of calling town meetings was voted January 17, 1652.

The town was gradually increasing its civil capacity, but not as rapidly as the Plymouth government desired; for we find that in 1655 Sandwich was presented "for not being provided with stocks and a whipping post." Of course these requirements, so necessary for the enforcement of religious and civil laws, were at once erected, and the town had advanced another step in self-government. The people of Sandwich soon after commenced a decided opposition to such colonial laws as prescribed the penalty of fines and whippings; and William Bassett, the constable, was compelled to report that he was "opposed in the execution of his office, and could not collect the rates or fines," whereupon a marshal was appointed for one year. The indifference of the Sandwich people to laws of the church and court became so general, that in court, October 2, 1658, after a long preamble as to "God's displeasure as manifested by his afflicting hand on the country" (referring to a recent earthquake), as also "by the too much prevailing of a spirit of disunion both in church and civil affairs," an order was issued for a fast to be observed throughout the colony. But this did not lessen the love of self-government among the Sandwich people, and Governor Prence and other magistrates "appointed by the court to make inquiry" into certain assumptions of power by the Sandwich people, to act wherein they have no right so to do by reason of their non-legal admittance as inhabitants" according to order of October 3, 1639.

The oath of fidelity to the Plymouth court was required of the settlements in each of the towns, and such of the new-comers as considered this order of the court a blow against their civil rights, refused to take the oath, and were heavily fined or disfranchised. The language of the court was, "therefore ordered that those men aforesaid and every of them, shall henceforth have no power to act in any town-meeting till better evidence appear of their legal admittance; nor to claim title or interest to any town privileges as town's men, according to the court's orders aforesaid; this order also to take hold of any others besides who shall appear to have no legal admittance as aforesaid." Submission to the church was the door to citizenship.

In 1663 the court enacted that every town choose three to five selectmen "subject to the approval of the court, for the better managing of town affairs." This was the origin of the election of selectmen. These selectmen could issue summonses in his majesty's name, and adjust all differences between townsmen the amount not exceeding 40s.; also adjudge all differences between English and Indians. Notwithstanding this law the court still usurped the rights granted to the towns. A single mention of this usurpation of power is sufficient. On the 11th of June, 1665, a precept of the court was issued to five prominent citizens of Sandwich "to take serious and effectual course" that a certain Indian, named in the order, have his corn preserved, and justice done him for damage to his corn from horses. The same power that issued the order had but two years previously given this right to the towns. But without any prejudice as a historian, only to illustrate the trials of these good men of Sandwich, we should speak of an enactment of the Plymouth government of 1670. The few dead whales that floated upon the shore of the town bordering on Cape Cod bay had, with other fisheries, brought to the town a small income, of which the Plymouth people now claimed a portion. The preamble to the act says, "Whereas the providence of God hath made Cape Cod commodious to us for fishing"; ending with the law that 12d. be paid for every barrel taken and one barrel of oil for every whale found. The reader will concur in the fact that it was wise and kind in the Creator to make the Cape so commodious to them, but not wise, and a singular act of gratitude for them to require such a burden from the Sandwich people because he had.

The value of a local government becoming more and more apparent, and as all residents were not freemen, care was required even at that time to preserve the purity of the ballot box; and February 23, 1675, the town voted "to record the names of all those that can make appear their just right to the privileges of the town"; and it was also "ordered that those entitled to vote who do not attend town meetings be fined 2s. 6d. each for each and every delinquency." These voters were recorded in the same open town meeting: Caleb Allen, Frs. Allen, George Allen, Jed. Allen, Ralph Allen, Wm. Allen, John Blackwell, Mich. Blackwell, Neh. Bessie, John Bodfish, Job Bourne, Rd. Bourne, Saml. Briggs, George Buit, Jacob Burge, Thos. Butler, Rd. Chadwell, Thos. Dexter, sr., Hy. Dillingham, John Ellis, sr., Ambrose Fish, Nathl. Fish, sr., Edm. Freeman, sr., Edm. Freeman, jr., Peter Gaunt, John Gibbs, Thos. Gibbs, sr., Wm. Gifford, Thos. Greenbill, Rt. Harper, Joseph Holway, John Jenkins, Samuel Knott, Thos. Landers, John Newland, Wm. Newland, Benj. Nye, sr., Edw. Perry, Hy. Sanderson, James Skiff, sr., Stephen Skiff, John Smith, Wm. Swift, sr., Thos. Tobey, sr., Thos. Tupper, sr., Thos. Tupper, jr., Isaac

Turner, Mich. Turner, Danl. Wing, Joseph Wing, Steph. Wing, Thos. Wing, sr., Joseph Winsor.

In 1677 were added Geo. Barlow, Elisha Bourne, Daniel Butler, Mordecai Ellis, Benj. Hammond, Lodowick Hoxie, Ezra Perry, sr., Ezra Perry, jr.

These good men earnestly began to make town laws for their own benefit; among others a penalty was affixed for stripping the bark from any young tree. The election of selectmen, a record of which had commenced in 1667, also other officers, was annually held in open town meeting.

At the town meeting of 1681 the townsmen admitted to vote for officers were: John Allen, jr., John Barlow, Wm. Bassett, Josh. Blackwell, John Blackwell, Nathan Bourne, Nathan Barlow, John Chipman, jr., John Dexter, John Dillingham, Edw. Dillingham, Freeman Ellis, Manoah Ellis, Matthias Ellis, Mord. Ellis, John Fish, Edm. Freeman, jr., Israel Gaunt, Saml. Gibbs, Israel Gaunt, Chris. Gifford, Saml. Gifford, Sam. Hammond, Rich. Handy, Joseph Holway, Gideon Hoxie, Joseph Hoxie, Zeth. Jenkins, Rd. Landers, Caleb Nye, Eben. Nye, Jona. Nye, Nathan Nye, Oliver Norris, John Perry, Saml. Perry, Saml. Perry, jr., Benj. Smith, sr., John Smith, jr., Shubael Smith, Eph. Swift, Wm. Swift, jr., Jireh Swift, Eph. Tobey, John Tobey, Nathan Tobey, Jona. Tobey, Israel Tupper, John Wing, Nathl. Wing, Saml. Wing, Eben. Wing, Jashub Wing, Danl. Wing, jr., Benoni Young.

On the poll lists of the present day, and for many years previously, the names of voters may be seen, which cannot be given within the compass of this work and need not be, for they are made public by the proper officers. But the names of the freemen of the 17th century, who once occupied the soil of Sandwich and long ago mingled their ashes with its dust, deserve to be perpetuated in history where the lapse of time cannot efface the inscription already illegible upon the tablets erected to their memory. The sons of the freemen named in the first list had, at the dawn of the 18th century, become qualified by the lapse of years to perpetuate the names of the fathers, and the number entitled to the "rights of the town" was greatly increased. At a town meeting held June 25, 1701, the names of the freemen were enrolled. The records of the meeting do not state whether these were all the freemen of the town at that date, or only those present; but if taken with the lists preceding, the reader will have the names of those who managed the affairs of Sandwich nearly two hundred years ago. The names were Daniel Allen, John Bodfish, Ezra Bourne, John Landers, Benj. Perry, John Pope, Eldad Tupper, Samuel Swift, Zacheus Jenkins, John Allen, sr., John Allen, jr., Rich. Allen, Wm. Allen, John Barlow, Nathan Barlow, Wm. Bassett, Neh. Bessie, John Blackwell,

Josh. Blackwell, Mich. Blackwell, Elisha Bourne, Nathan Bourne, Shearj. Bourne, Timo. Bourne, Jacob Burge, John Perry, Dan. Butler, John Chipman, Roland Cotton, Edw. Dillingham, Hy. Dillingham, John Dillingham, Matthias Ellis, Mord. Ellis, John Fish, Edm. Freeman, sr., Edm. Freeman, jr., Benj. Gibbs, John Gibbs, Saml. Gibbs, Thos. Gibbs, John Gifford, Eph. Swift, Saml. Gifford, Rd. Handy, Joseph Holway, Gid. Hoxie, Lud. Hoxie, John Jennings, Saml. Knott, Saml. Lawrence, Oliver Norris, Benj. Nye, Caleb Nye, Jona. Nye, John Nye, Nathan Nye, Edw. Perry, Ezra Perry, sr., Israel Tupper, Saml. Perry, Saml. Prince, Sam. Sanderson, Steph. Skiff, Benj. Smith, John Smith, sr., John Smith, jr., Shubael Smith, Jireh Swift, Wm. Swift, Gershom Tobey, Jona. Tobey, John Tobey, Nathan Tobey, Saml. Tobey, Thos. Tobey, Thos. Tupper, sr., Danl. Wing, Ebenr. Wing, John Wing, Nathl. Wing, Shearj. Wing, Steph. Wing.

In 1687 John Allen, sr., was chosen "Sealer of weights, measures, and yards" and Edward Perry "Commissioner." These elections of town officers had now become fully developed by the division of the colony into counties in 1685, and the civil rights not only of Sandwich, but other fully incorporated towns, were greatly enlarged. The towns were required to send jurors, which Sandwich did for the first time, in 1686. These additional rights, perhaps, increased the taxes temporarily, but a home government had been instituted, and each town had been endowed with more local powers. The general court also provided "that the former titles of lands be confirmed," which made permanent the titles to the lands of the older and later purchasers under the seal of the colony.

One of the best evidences of the rapid growth of the town in civil affairs, is the fact that in 1742, a jury box being provided according to law, Sandwich placed therein the names of eighty-two competent men. This number, if the selection was made in accordance with the present custom, would indicate not only a well settled town, but that a large proportion of its citizens were able men. The people of this town were among the first, in 1753, to send petitions to reduce the sessions of the inferior courts from four to two each year, which was effected in 1759, after other petitions. Among other laws enacted by the town was an important one in 1759, "to prevent damage to sheep, by dogs." For keeping a blood hound, or a dog in part of that breed, a fine of 18s. was imposed for every week such dog was kept, and every hotel keeper or citizen, who entertained persons who came from other towns to hunt, was fined. In 1760 the town regulated hunting within its confines.

In the excitement consequent upon the enforcement and repeal of the stamp act in 1766 by England, the people of Sandwich were first to oppose this abridgment of their civil rights. An entry December

15, 1767, in the town records embodies the report of Colonel Cotton, Solomon Foster, Stephen Nye, Nathaniel Freeman, Samuel Wing, and Deacon Smith, a committee previously appointed to consider a matter of public interest; this report and the resolutions therein were twice read, and adopted, whereby the citizens agreed not to buy imported goods after January 1, 1768; nor allow such goods to be brought into the town; and if any one persisted in it he was to be discountenanced in the most effectual manner. This early action by the Sandwich people evinces their inherent love of civil liberty which they fully demonstrated in all the affairs of the town and in subsequent adherence to those principles and actions that led to the removal of taxation by severance from England. Another link in the chain of proof was that at a town meeting in May, 1773, the town voted to instruct their representative to obtain an act of the general court to prevent the importation of slaves into the county, and that all children "that shall be born of such Africans as are now slaves among us shall, after such act, be free at the age of 21 years."

The election of officers and the administration of the affairs of the town were not seriously interrupted during the stirring events of the revolutionary war, although the fact appears that the then political factions of whig and tory were, for a time, nearly balanced. Later the whigs were in the ascendancy, and June 21, 1776, the town voted "that should the Hon. Congress of the United Colonies declare these colonies independent of the kingdom of Great Britian, *We solemnly engage* with our lives and fortunes to support them in the measure." If the spirit entertained and proclaimed by the citizens of Sandwich had been manifested in every town of the colonies, and had been made known to those immortal signers of the declaration of July 4th following, all doubts of success in the struggle for the rights declared would have been removed.

There was no abridgment of the civil rights of the town during the long struggle of the colonies, but the duties of the officers and the taxes of the town were greatly increased. It was voted May 19, 1779, to hire £1,000 to meet the town's expenses, and the burdens of the following year were no less onerous, for the committee was instructed "to apply to such of the meeting of Friends as are thought to have money to spare for a loan; and in case they refuse they shall be liable to be drafted." The requisitions were too frequent for the prompt response of the town, and in 1781 the assessors were empowered by a vote "to use their best endeavors to procure one or more constables on as reasonable terms as possible." The collection of the taxes devolved upon this officer, and it was difficult to get any one to serve because the taxes had been so frequent and occasioned so much distress in the collection.

In the early days of the town the foremost citizens made the service of the colony in official stations a matter of patriotism, and even since the days of modern politics, capable and worthy men have been advanced to positions of trust in the state government.

The first meeting of deputies in general court, was June 4, 1639. The following persons were chosen, in the order given, to represent the town of Sandwich, each serving the number of years affixed to the name: 1639, Richard Bourne, 14; 1639, John Vincent, 7; 1640, George Allen, 4; 1642, Wm. Newland, 8; 1642, John Allen, 1; 1642, Thomas Burge, 11; 1643, Edw. Dillingham, 1; 1643, Henry Feake, 2; 1644, James Skiff, 13; 1646, Edm. Freeman, sr., 1; 1646, Thos. Tupper, 19; 1662, Wm. Bassett, sr., 3; 1663, Thos. Dexter, 1; 1668, Thos. Wing, sr., 1; 1669, Edm. Freeman, jr., 7; 1673, Thos. Tupper, jr., 8; 1673, Wm. Swift, 4; 1675, Stephen Skiff, 10; 1684, Shearj. Bourne, 2; 1691, Elisha Bourne, 1.

Representatives being required by Governor Phips in 1692, the first 'Great and General Court' under the new charter, assembled June eighth. Sandwich was represented as follows; the date of first election and total years of service, if more than one, are given: 1692, Thos. Tupper; 1692, Shearj. Bourne 3; 1693, Samuel Prince, 5; 1696, Stephen Skiff, 10; 1697, William Bassett, 7; 1698, Thomas Smith, 2; 1711, Eldad Tupper, 3; 1713, Mel. Bourne, 4; 1714, Saml. Jennings, 3; 1715, John Chipman, 2; 1722, Israel Tupper; 1725, Ezra Bourne, 10; 1739, Timo. Ruggles, 6; 1742, Saml. Tupper, 7; 1753, Roland Cotton, 8; 1761, Stephen Nye, 18; 1775, Nathl. Freeman, 4; 1775, Joseph Nye, 3d, 16; 1779, Lot Nye; 1785, Abm. Williams, 2; 1787, Thos. Smith, 3; 1787, Thos. Nye; 1797, Wm. Bodfish, 7; 1804, John Freeman, 7; 1806, Benj. Percival, 6; 1810, Elisha Pope, 6; 1812, Benj. Burgess, 10; 1812, Peter Nye; 1812, Thos. H. Tobey; 1817, Russell Freeman, 6; 1824, Obed B. Nye; 1825, Wendell Davis; 1830, Shad. Freeman, 3; 1830, Thos. Swift; 1834, Abm. Nye, 3; 1835, Jesse Boyden, 2; 1835, Daniel Weston; 1836, Lemuel B. Nye; 1836, Abram Fish; 1837, Charles Nye 3; 1837, Josiah Bacon, 3; 1837, Benj. Bourne, 4; 1840, Jno. B. Dillingham, 2; 1840, Geo. W. Ellis, 3; 1843, Asahel Cobb, 5; 1845, David Benson, 2; 1845, William Handy, jr.; 1846, Charles Swift, 2; 1847, F. B. Dillingham; 1849, Henry Bourne, 2; 1850, Zebedee Green; 1850, Henry V. Spurr; 1854, Reuben Collins, jr.; 1855, Joseph H. Lapham; 1856, Chas. H. Nye, 2. Representatives since 1856 are given at page 47.

In 1662, it was enacted by the general court, that "in every town of this jurisdiction there shall be three or five selectmen chosen by the townsmen, out of the freemen—such as shall be approved by the Court, for the better managing of the affairs of the respective townships." The first record made of selectmen in Sandwich, was in 1667; and the following have served: 1667, Thos. Tupper, 5; 1667, James

Skiff, 9; 1667, Thos. Burgess, 2; 1668, Edm. Freeman, 11; 1669, Thos. Wing, 4; 1672, Thos. Burgess; 1673, Wm. Swift, sr., 15; 1675, Steph. Skiff, 7; 1675, Thos. Tupper, jr., 14; 1679, Jno. Blackwell, 3; 1684, Shearj. Bourne, 4; 1688, Elisha Bourne, 9; 1688, Wm. Bassett, 11; 1693, Saml. Prince, 5; 1694, John Gibbs, 2; 1695, Shubael Smith, 3; 1697, Thomas Smith; 1698, Jonathan Nye; 1699, Danl. Allen, 4; 1699, John Smith, 13; 1704, Edw. Dillingham, 10; 1707, Israel Tupper, 13; 1709, Matthias Ellis; 1710, Edm. Freeman, sr., 7; 1712, Eliakim Tupper, 12; 1712, Saml. Jennings; 1715, Jno. Chipman, 6; 1718, Wm. Bassett, jr., 8; 1720, Jireh Swift, 2; 1723, Stephen Skiff, 19; 1726, Elisha Bourne, 9; 1736, Jno. Freeman, 24; 1740, Saml. Tupper, 19; 1744, Ebenr. Nye, 5; 1752, Joshua Hall; 1752, Thomas Smith, 9; 1759, Solomon Foster, 8; 1760, Ebenr. Allen, 3; 1761, Jona. Bassett, 10; 1763, Thos. Bourne, 7; 1763, John Allen, 13; 1766, Mich. Blackwell, 4; 1770, John Smith, 7; 1773, Joseph Nye, 3d, 18; 1773, Seth Freeman, 13; 1776, Sylvs. Nye, 6; 1779, Lot Nye; 1783, Thos. Burgess, 3; 1784, George Allen, 9; 1786, Sylvanus Gibbs, 2; 1787, Thos. Swift; 1787, Thos. Smith, 2; 1787, Steph. Chipman, 2; 1788, Ebenr. Allen; 1789, Thos. Foster, 2; 1791, Abm. Williams, 4; 1795, Nathan Nye, jr., 22; 1795, Leml. Freeman; 1797, Benj. Percival, 19; 1798, George Allen, 9; 1807, Jas. Freeman; 1809, Elisha Perry, 13; 1816, Mel. Bourne, 15; 1817, William Handy; 1817, Thos. W. Robinson, 3; 1818, Levi Nye; 1822, Bethuel Bourne, 7; 1824, Steph. Holway, 2; 1826, Henry Lawrence, 3; 1827, Ezra Tobey, 3; 1829, Jesse Boyden, 17; 1829, Benj. Bourne, 8; 1834, Abram Nye, 3; 1835, Russell Freeman; 1836, Chas. Nye, 2; 1836, J. B. Dillingham, 5; 1836, Joseph Hoxie; 1841, Elisha Pope; 1841, Simeon Dillingham, 5; 1841, Clark Hoxie, 4; 1847, Ch. B. H. Fessenden, 7; 1851, Geo. Giddings, 2; 1851, Edw. W. Ewer, 6; 1853, F. B. Dillingham, 3; 1854, Reuben Collins, jr., 2; 1855, Joshua Handy; 1855, Seth B. Wing, 9; 1858, Mason White, 9; 1758, Isaiah Fish, 16; 1864, H. G. O. Ellis, 18; 1864, Zebedee Green; 1865, Paul Wing; 1866, Nathaniel Burgess; 1867, Reuben Collins, 10; 1876, Chas. Dillingham, 15; 1877, Isaiah Fish; 1878, David D. Nye, 6; 1882, George Hartwell, 2; 1884, James Shevlin, 3; 1887, F. S. Pope, 2; 1887, Samuel H. Nye, 2; 1889, Benj. F. Chamberlain; 1888, Frank H. Burgess.

There are no means of ascertaining with certainty who were the treasurers of the town during the first fifty years after its settlement. It is not improbable that in most instances the clerks served in this capacity also. We give the names and order so far only as we can do it with accuracy: 1694, Samuel Prince; 1699, Thomas Smith; 1701, John Smith, jr.; 1719, Saml. Jennings; 1752, Solomon Foster; 1755, Silas Bourne; 1757, Jonathan Bassett; 1760, Thomas Bassett; 1761, Silas Tupper; 1777, Thomas Bassett; 1782, Benj. Fessenden; 1782, Lemuel Pope; 1783, Nathan Nye, jr.; 1787, Abraham Williams; 1795,

Melatiah Bourne; 1803, James Bourne, jr.; 1813, Heman Tobey; 1814, Nathan Nye, jr.; 1825, Ezra Tobey; 1838, William J. Freeman; 1840, David C. Freeman; 1864, David C. Percival; 1869, H. G. O. Ellis; 1887, Frank H. Burgess.

It is impossible to determine concerning several of the first town clerks, or the length of time they were in office: William Wood and Thomas Tupper were in office before 1668. The next was in 1669, Stephen Wing; 1670, Edm. Freeman, jr.; 1675, Thomas Tupper, jr.; 1685, William Bassett; 1720, William Bassett, jr.; 1721, Nathaniel Bassett; 1721, Samuel Jennings; 1751, Solomon Foster; 1753, Thomas Smith; 1758, Benj. Fessenden; 1784, Melatiah Bourne, sr.; 1791, Abraham Williams; 1795, Melatiah Bourne; 1803, James Bourne, jr.; 1814, Nathan Nye, jr.

In 1814 Mr. Nye was elected to both the office of treasurer and clerk, and since that time the duties of both offices have been combined.

CHURCHES—In the days of the Puritan fathers the church was the government, and the formation of this important institution was contemporaneous with the planting of a settlement. The erection of a meeting house for religious and public meetings was one of the first duties after the family had been sheltered. The records of the proprietors of Sandwich do not, as we can find, mention the erection of a building for religious meetings, nor is any reference made to one until 1644—six years after the plantation was settled—when at a meeting “it was deemed necessary to repair the old meeting house.” It is more probable that the age of the building was not so much the cause of the need of repairs as its hasty construction.

When Mr. Leverich assumed the pastorate is not definitely known, but that he was connected with the Sandwich plantation in 1640 is shown by the colonial records in certain enquiries concerning the territory. As early as 1639 the church at Sandwich was presented “for receiving persons unfit for church society.” This enactment followed: “The town is forbidden to dispose of any more land;” and Captain Standish and Mr. Prince were appointed to at once repair to Sandwich clothed with all power in the premises. The next record made is: “A town meeting, 6 mo. 7, 1644, warned by order of the selectmen to take course for repairing the meeting house, etc.” Several persons engaged to pay Thomas Tupper in corn “for as many bolts as would shingle the old meeting-house.”

In 1650, it was “agreed upon by the town that there should be a levie of £5 for Mr. Leverich to pay for removing and parting of his house with boards which was long since promised to be done for him by the town.” This would indicate that a parsonage had been already erected and was occupied by a pastor; and no doubt this work so im-

portant to his comfort was at once performed, for Robert Bodfish, Mr. Vincent, Thomas Tupper, and William Newland were empowered to do it. Mr. Leverich was here in 1653, for the records of the town give him permission "to pasture his horse on the town-neck." In 1654 he is mentioned among the purchasers and settlers who went from Sandwich to Long Island.

A subscription for a new meeting house is found in the records for 1655. The sums vary, the highest being two pounds and the least one shilling. For three years subsequently the names of prominent freemen are entered as donors to the new meeting house. The completion of the church was retarded by the diversity of opinion regarding religious duty, which greatly disturbed and disaffected the community. Peter Gaunt was presented in 1656 for not attending public worship, to which he answered that "he knew no public, *visible* worship." Tradition says that Mr. Fessenden, who succeeded Mr. Leverich, said "a most unhappy dissension occurred in the church about the time Mr. Leverich left."

In 1657 an attempt was made to sustain the ordinances of religion by subscription, and these pledges for the support of a minister were small. Fourteen names appear on the record, in sums varying from two pounds to six shillings. No stated minister could be procured. This want of affinity in the town is traceable to the sympathy of a large portion of the people for the Quakers. The general court appointed a special marshal, one George Barlow, for one year, to arrest persons teaching the principles of Quakerism. Two English Friends came here on the 20th of June, 1657, to hold meetings, and they were arrested as "extravagant persons and vagabonds." William Newland, in whose house the meetings were held, was fined for his intercessions in their behalf. In justice to Sandwich, be it understood that these proceedings were the action of the court at Plymouth, and Bowden says: "The selectmen of the town whose duty it was to see them whipped, entertained no desire to sanction measures so severe towards those who differed from them in religion, and declined to act in the case."

James Skiff, the deputy to general court in 1659, was rejected because he was friendly to his neighbors holding other than orthodox ideas. Nehemiah Besse was fined by the court in 1663 "for drinking tobacco on the Lord's day." These seeming severities of the Plymouth court are mentioned for no other purpose than to show why the people of Sandwich were not a unit in supporting the established church. This religious intolerance was in a great degree checked by the interposition of the royal commissioners sent by the queen in 1665.

In 1676 the name of John Smith was added to the list of freemen, and he commenced his pastorate with the people. The people had

been supplied by Messrs. Bourne and Tupper. The affairs of the church assumed a better phase soon after the arrival of Mr. Smith, and in 1680 a rate of £50 was ordered for the support of the minister. The pastoral duties of Mr. Smith closed in 1688 at his own request. The active males were only five at this time. Mr. Pierpont of Roxbury was invited to the pastorate, but before he was settled he accepted a more satisfactory call. In 1690 lands were set apart for the support of the minister, and in 1691 Mr. Roland Cotton was invited to continue his labors, which had been temporary. He was ordained November 28, 1694. Lands had been voted to him "to be held by him, his heirs and assigns forever if he remain among us until God take him away by death or otherwise." If he went away by any other means then these lands reverted to the town.

Liberty of conscience was assured by the charter of 1692, and church membership was no longer deemed the only requisite for civil preferment. Additions were made to the church, and its membership was increased to ten males and twelve females. The land given Mr. Cotton "to improve so long as he continues here in the ministry," was "the small neck lying between the two runs of water." The affairs of the church brightened under Mr. Cotton's pastorate, and in 1700 it was voted that "the selectmen see that the meeting house is ground-pinned and the windows mended." In 1702-3 appropriation was made for a new church, but in the discretion of the committee the old one was repaired; its window seats were raised, a tower was erected in which a bell was placed, and the town voted "that the person who takes care of the meeting house shall ring the bell."

The celebrated Roland Cotton was called to a higher sphere March 29, 1722, after a long pastorate. In response to the invitation by the committee, Mr. Benjamin Fessenden was ordained September 12, 1722, and the dwelling of Mrs. Cotton was purchased for his use.

In 1732 the people at Scusset (Sagamore) desired a separate organization, and a society was organized after three years of controversy. Jireh Swift, Eliakim Tupper and others erected a meeting house, and Francis Wooster was installed as pastor and served several years. But these seceders at Scusset were compelled to pay a tax for the support of the parent church at Sandwich village, and the petition of Moses Swift and thirty-three others in 1739, to be released from such taxation, was refused.

The death of Mr. Fessenden, August 7, 1746, left the church without a pastor for two years, during which period unavailing efforts were made to fill the vacancy. In 1748, by agreement, the names of five ministers were presented, from which the names of two were submitted to the church to select from, and the choice fell upon Mr. Lawrence. But his anxiety was not equal to that of the church, and he

declined the proffered honor. Mr. Turrell was then called, but declined. In 1749 Abraham Williams accepted the call and was installed June 14th. His pastorate restored harmony and twelve of the Scusset brethren returned to the parent church. The meeting house received its share of attention by being thoroughly repaired in 1755. The plan of the pews of this meeting house and the owners, with the price of each, were minutely recorded on the proprietor's records of the town—one page representing the first floor and another the gallery. Indeed it could be said that the aspirations of the church were much more heavenward, for a new and taller spire was raised in which a new bell was placed. This occurred in 1756, and soon after, the old bell which had been given by Mrs. Adolph, whose husband was shipwrecked and given a burial here, was sold to the county to be placed in the court house at Barnstable.

Mr. Williams died August 8, 1784, and Rev. Jonathan Burr was installed as pastor April 18, 1787. Mr. Williams had exerted a lasting influence for good, an evidence of which was seen in the gratitude of one of his slaves, who would not accept freedom while his master lived, and who at his own death bequeathed to the parish a fund from the interest of which a town clock was purchased. The society had become so cemented that in 1800, after the depreciation of the currency by the war, the vote was "that Mr. Burr's salary be paid by the principal necessities of life so as to make the compensation equal to what it was at the time of his ordination."

The years 1808-9 were a period of revival and interest; 115 persons, mostly heads of families, were added to the church. But Mr. Burr, by a change of his views, greatly changed his parochial instructions, which created a feeling of opposition. Mr. Clapp, the school-master, was the pastor occasionally, when Mr. Burr preached in the west part of the town, and he with others opposed Calvinism. The clouds of discontent and opposition thickened, resulting in a storm that dismissed Mr. Burr and scattered the church. Calvinism was the descending bolt that rent the society, Mr. Burr's adherents forming a Calvinistic congregational society with him as pastor. A severe contest over the church funds and property followed, in which the council decided for the seceders, but the supreme court, on appeal, awarded the property to the original society, over which Ezra S. Goodwin had been settled. Mr. Burr ministered to the Calvinistic society from February 26, 1814, to 1817, when he was released by his own urgent request, and Rev. David L. Hunn was the minister until 1830; he was succeeded by Rev. Asahel Cobb, from March 31, 1831, to the latter part of 1842, after which Rev. Giles Pease officiated until 1846. Mr. Pease's adherents withdrew, and March 21, 1847, formed a society under the title of "The Puritan Church." The life of this society, being

thirteen years, was so brief that of its influence and history little can be said. It is known, however, that a meeting house was provided for its use, which soon became a place of useful manufactures, and is now occupied by O. H. Howland as a hardware store.

In the old church—called First parish—Mr. Goodwin officiated until his death in February, 1833. His successor, Rev. John M. Merrick, became pastor May 11th of the same year, and continued till his retirement in 1839. Rev. Eliphalet P. Crafts was installed September, 1839. He was succeeded by J. G. Forman, in October, 1854; by John Orrell, in 1857; Albert B. Vorse, 1863; Thomas W. Brown, 1864; Samuel B. Flagg, 1869; James Mulligan, 1871; Charles T. Irish, 1876; M. C. Brown, 1877; and C. F. Bradley, in 1886, who officiated two years. The pulpit was supplied by different ministers until the church in 1889 settled Nathan S. Hill. A new church edifice was erected in 1833 and is now the meeting house of the First parish generally known as the Unitarian church. Charles E. Pope, the present sexton, has faithfully rung the bell and wound the clock for half a century.

The Calvinistic Congregationalists were not disorganized by the secession of a portion of the society in 1846. Rev. Elias Welles being ordained pastor July 28, 1847, which position he acceptably filled until his death in 1853. Rev. P. C. Headly was settled in April, 1854, for three years, and was succeeded by Rev. William Caruthers, June 16, 1858, who was dismissed December 4, 1860. Rev. Henry Kimball was ordained March 18, 1862, and was dismissed November 27, 1862. Rev. Luther H. Angier supplied the pulpit for one year from January 1, 1863, and Rev. John C. Paine was installed as pastor, June, 8, 1864; Wilbur Johnson, in 1867; Frederick Oxnard, 1871; Bernard Paine, 1880; James B. King, 1884; and William W. Woodwell in 1889. The present church edifice was erected in 1848 upon the site of the former one.

The Episcopal rites were observed here by those of the faith during the growth of the Freeman Institute, which perhaps was instrumental in the introduction of this sect. Rev. W. W. Sever officiated a short time in 1854, under the direction of the diocesan board. For a few years past Mr. Bevington has preached to the society, occupying the hall of the old Universalist church on Jarvis street. The society is now supplied from Boston.

The Universalists organized a society in 1845, erecting a church edifice on the corner opposite the residence of Gustavus Howland. The life of the society was brief and no special history of it can be given. After the fire on Jarvis street, its edifice was removed by J. Q. Miller to that portion of the village to do service as a business place, the lower floor as stores and the other as a hall.

As early as 1796 Jesse Lee, a pioneer of the M. E. church, preached

to the Methodists of Sandwich, it then being in the circuit with other towns. Joshua Hall and Joseph Snelling traveled the circuit in 1797, and Epaphras Kibby and Reuben Jones in 1798; Daniel Fiddley in 1800; Jashua Soule in 1801; the interval to 1805 was filled by Solomon Langdon, Daniel Bacheler and Moses Currier; Erastus Otis and Nathan Ryder preached in 1806; Mr. Asbury, Nathan W. Stearns and Joseph A. Merrill in 1807-8; B. F. Lumbert, 1809; Stephen Bailey, 1810; Aaron Lummis, 1811-12. The society was incorporated during the circuit preaching of Rev. Mr. Lummis. Stephen Bailey preached in 1813; J. W. Hardy in 1815-16; Richard Emery, Benjamin Hoit and Moses Fifield, 1817; Rev. Mr. Hazelton, 1818-19; E. T. Taylor, F. Upham and Mr. Brown, 1820-22; A. D. Sargent and Jonathan Mayhew, 1823-24; Erastus Otis, John Hutchinson and J. M. Maffit, 1825; F. Upham, 1826-27; Enoch Bradley and Nathan B. Spaulding, 1828; F. Upham and Lemuel Harlow, 1829; R. D. Esterbrook, 1830; Joel Steele, 1831; C. C. Noble and Joseph Marsh, 1832; J. J. Bliss, 1833; George Stone, 1834; Henry Mayo, 1835-36; Henry H. Smith, 1837; Samuel Phillips, 1838; Warren Emerson, 1839-40; Elisha Bradford, 1841-42, and again in 1852; George F. Pool in 1843; Frank Gavitt, 1844; Thomas Ely, 1845-46; Robert M. Hatfield, 1847-48; James D. Butler, 1849; Micah J. Talbot, 1851; Horatio W. Houghton, 1853-54; Bart. Otheman, 1855-56; C. H. Payne, 1857; N. P. Philbrook, 1858-59; Nathaniel Bemis, 1860-61; W. V. Morrison, 1862-63; William T. North, 1864; William Star, 1867; Charles Young, 1868; A. J. Kenyon, 1869; A. W. Paige, 1870-71; John Livesey, 1872-74; Charles Nutter, 1875-76; Eben Tirrell, 1877-78; E. Fletcher, 1879; Silas Sprouls, 1880-81; J. Q. Adams, 1882-83; S. M. Beale, 1884-86; O. A. Farley, 1887-88; Robert Clark, April 1, 1889.

The first church edifice was erected in 1829, and the present one in 1848.

In the south part of the town there are two places of worship more humble in appearance than those of the thickly settled north part, but supplying the wants of the respective communities. A small, plain church building at Forestdale, claimed to be Methodist, is used for occasional service by different denominations; and a school house has been purchased at South Sandwich for occasional service there.

The history of St. Peter's church extends back to the first quarter of the present century. The erection of the vast works of the Boston and Sandwich Glass Company created a demand for workmen skilled in glass making, and from various localities large numbers, of whom many were Catholics, were drawn to Sandwich. That their number and character were of an elevated nature is evinced by the fact that they immediately made every possible effort to secure an opportunity to build a house where the doctrines of their church might be heard. Application was made to the Rt. Rev. B. J. Fenwick, then bishop of

Boston, who favorably considered their wishes and sent a missionary to investigate their circumstances. At this time the number of the Catholic clergy in New England was extremely limited, and their labors were necessarily scattered over wide tracts of territory between Canada and New York. Such being the case it was impossible to have at that date a resident clergyman as they desired; but they were gladdened by occasional visits from the missionaries. In 1829 a suitable frame building adapted to their necessities was erected, and on the 19th day of September, 1830, the church was dedicated. The following account of the service of dedication, taken from a Boston periodical, is interesting at the present time. "On Sunday the 19th of September, the imposing ceremony of dedicating a new church to Almighty God took place at Sandwich. An immense concourse of people of all denominations had assembled at 10 A.M. to witness the interesting ceremony. So great was the anxiety that many individuals of other towns, especially Wareham, and no small number on foot came a distance of eighteen miles. The Rt. Rev. Bishop, with Rev. Virgil H. Barber and a number of the laity of Boston, including a select portion of the choir of the Cathedral of the Holy Cross, embarked on the Saturday morning previous on the packet *Henry Clay*, in expectation of reaching Sandwich the same evening; but in consequence of contrary winds they did not arrive in port until the next morning at 11.30, an hour later than the time announced for the divine service.

"The Rt. Rev. Wm. Tyler, who was afterwards the first Bishop of the Diocese of Providence, had gone by land a few days before in order to make the necessary arrangements and was about to begin the service of the day when the anxiety of all was relieved by the arrival of the Bishop and his party. The clergy and assistants repaired to the house of Mr. John Doyle, and at noon commenced a procession through the main street, followed by a long line of Catholics. The ceremony of dedication was performed in a very impressive manner, the clergy below and the choir above alternating the solemn tones of the Miserere. At 5 P.M. the church was again opened, large numbers being unable to gain admittance. The Bishop and Rev. Mr. Barber delivered discourses. The services continued to a late hour."

Great interest and religious enthusiasm was shown by the members and a deep religious spirit prevailed among them. Far away from the central points where their brethren dwelt, the difficulty of obtaining a priest—all seemed to increase in them the spirit of faith, and doubtless gave them a thorough appreciation of those blessings which are esteemed more highly only as they are with difficulty obtained.

At stated intervals the church was visited by clergymen from Boston, all of whom at the present day have rested from their labors after

many trials and hardships, such we may say as were of old encountered by the Apostle St. Paul. Among the old records may be found the names of Revs. P. Byrne, George Goodwin of Charlestown, Mass., John O. Beirne, J. J. Aylward, R. A. Wilson and John T. Roddan. A few of the earlier members are now left who recall the labors and self-sacrifices of these noble missionaries who gave their lives for the salvation of the scattered faithful of those days, and these names will ever be held by them in grateful memory and benediction.

In September, 1850, the first resident pastor, Rev. William Moran, was appointed to the charge of the church. At that time the mission embraced all of Barnstable county, with Plymouth, Wareham, and all the country between Middleboro and Provincetown. Rev. Mr. Moran remained in charge of this extensive district about fourteen years, when he removed to Ware, Mass., where he now resides at an advanced age. He was succeeded by Rev. Peter Bertoldi, a native of Italy, who labored with zeal and energy until the separation of southwestern Massachusetts from the Boston jurisdiction and its attachment to the diocese of Providence, which occurred in 1872, when he retired from the pastorate and returned to his native country.

His successor for a short period was Rev. H. F. Kinnerny. He was succeeded by the Rev. M. McCabe of Fall River, Mass., who remained about two years, when Rev. Andrew J. Brady assumed charge and labored earnestly for seven years, after which he withdrew from the parish and removed to Fall River, Mass., where he has since died.

The present pastor, Rev. T. F. Clinton, entered upon the pastorate in November, 1880. He is a native of Providence, R. I., and was educated in the College of the Holy Cross at Worcester, Mass., from which he was graduated in 1870. He then entered the New York Provincial Theological Seminary at Troy, N. Y., and there completed the usual theological course of studies. His first appointment was to St. Mary's church, Newport, R. I., where he remained for a period of eight years until his appointment to the present position. In Sandwich, Rev. Father Clinton has made many important improvements in the church property—the church being almost rebuilt and the interior beautifully decorated. A new sanctuary was made, which is elegantly furnished, and the many needed improvements accomplished, place the edifice among the best churches in New England.

SCHOOLS.—These important assistants in the proper development of the body politic may have been supported by private means prior to 1680, or the action of the town relative to schools may yet be hidden in the imperfections of the early records; for in the year mentioned we find by the first entry that “at a town-meeting for the choice of military officers, it was agreed to allow £12 in pay as it ordinarily passes, to Mr. James Chadwick upon consideration that he keep a

school in Sandwich one year." The school was continued from this date, and the schoolmaster's wages were gradually increased with his duties. The teacher of those days was assured of the gratification of at least one desire of his nature, for contracts were made "with diet." The term "boarding 'round" if used in a contract for teaching was only an earnest of a variety of toothsome corn cakes and bacon. The advance must have been rapid, for in 1699 the teacher, Mr. Battersby, was called "grammar-schoolmaster" with a salary of £10, "he to teach reading, writing and arithmetic." A still greater advance is noted in the records of 1707, in which year Sandwich voted "that Thomas Prince be hired to instruct the children in reading, writing, arithmetic and latin, and those who send shall pay £10 more."

This was additional to the £10 and board, voted by the town; and whether it was rated among the Latin scholars only, or among the whole number does not appear. Samuel Jennings assumed the mastership of the school in 1710, and was succeeded in 1711 by Mr. James Dorr, who was allowed "£20 and diet." In 1713 Mr. Samuel Osborn was hired for £60 per year, and was to teach Latin and Greek with the English branches. Tuition was charged for pupils according to the studies pursued, and this important school was to be open to the young of the neighboring towns. A school house was built this year "on the common near the middle of the town."

In 1720 John Rogers was employed to teach, but at what wages is not known; nor can any historian speak of his qualifications for the important position.

In 1724 Major Bourne was appointed—"to answer for the town at Barnstable court, to the presentment for not having a school-master approbated according to law." Mr. Rogers continued teaching for many years at the annual sum of £20 and "board round;" but as late as 1751 James Otis, Esq., lodged a complaint against the town "for not being provided with a schoolmaster according to law." Agents were chosen by the town to answer this charge at the general sessions at Barnstable, and it is evident that the law in the premises was enforced, for in 1752 Silas Tupper who was engaged by the town for the sum of £26, 13s., 4d. and board, is recorded as a teacher "according to law." He remained twenty-five years in the service of the town, teaching alternate terms at Sandwich village and Scusset.

In 1778 the excitement and burdens consequent upon the war caused a neglect of the schools and a failure to provide funds for their support. More schools were required at the beginning of the present century, but the teachers' names are not recorded. The amount of money appropriated annually by the town has steadily increased, being \$500 in 1810, \$1,200 in 1829, \$2,180 in 1842, and \$9,000 in

1876. The first year after division from Bourne, \$5,100 was appropriated, and in 1889, \$5,600.

Rev. Jonathan Burr, in 1803, while in charge of the church at Sandwich, urged the establishment of an academy for the purpose of promoting education and piety among the youth. In response to a large petition Sandwich Academy was incorporated February 21, 1804, and Rev. Mr. Burr became its principal. A board of eighteen trustees was elected, eight of whom were residents of Sandwich and ten were chosen from adjoining towns. A grant of six square miles of land in the district of Maine was made by the legislature for the use of the academy, provided that the sum of \$3,000 be actually raised and secured by its friends for its endowment. It was a useful institution, rising to a high standard among similar schools in New England. Mr. Burr was succeeded by Elisha Clapp, A.M., assisted by Miss Bathsheba Whitman as preceptress. Before the close of the first decade of the academy religious dissensions caused its decline in usefulness and importance. Its incorporation and name have been perpetuated by an election of trustees annually.

Many years ago the school committee of Sandwich hired the property for a high school which has continued its existence. In 1881 the academy building was sold by the trustees to Susan McFarland, and is now occupied as a boarding house. From the sale of the building here and the lands in Maine, a more suitable building was erected which is now occupied by the high school of the town. This school has attained a high standard and to its excellence the efficiency of the other schools of the town is largely due. In 1882 a class of thirty-six pupils were examined for admission to the high school, twenty-four of whom were admitted after a rigid examination; but in a similar examination a few years before only two out of eighteen could be admitted. The benefit of this high school is also clearly demonstrated in the fact that in recent years a large portion of its graduates have been engaged as teachers of the first grade. The scholars have been held to a high plane of excellence in order to be admitted, which fact has created the habits of application and a more thorough preparation in the lower departments, thus strengthening the interest in and benefits from the entire system.

In 1862 the schools were placed under the town's care, called the Massachusetts system, abolishing that of districts, and from this date their progress was more rapid. The school houses were lessened in number, better teachers were employed, and the schools rapidly advanced in attendance and standing. In his report of 1874-75, Charles Dillingham suggested that the town avail itself of the law providing for the conveyance of pupils to and from public schools, which was done. In 1876 the custom of a rigid examination at the close of every

term was inaugurated, which proved eminently successful in advancing the grade by inducing greater care and industry on the part of the pupil as well as teacher. In 1877 Sandwich was third in the county in the value of its school property, a commendable liberality that has produced its reward. A list of meritorious scholars was next printed in the reports of the schools of the town, which fact was another incentive to regular attendance and proper industry. The adoption of by-laws in accordance with the statute regarding truant children, was also a help to the advancement of the schools. The town elected officers for the enforcement of these laws. The superintendent of schools had given a large share of his time to the schools while they were in session for the past few years; apparatus had been purchased and other and better text books placed in the hands of the pupils, and in 1886 the schools were found by comparison, as reported by George H. Martin of the state board, to be on a higher plane of excellence than most of the towns of the county and equal to the best. The printed list of meritorious scholars, given for 1883 by the superintendent, forms an army of young soldiers struggling for an education, and strongly supported by parents and school officers. The erection of the town of Bourne in 1884 reduced the number of schools to nine, the village school having three departments and the Jarvisville two. Free text books were supplied by the town the same year, and under the laws of 1885, text books and charts on physiology were added.

SOCIETIES.—DeWitt Clinton Lodge, A. F. and A. M., was given a dispensation under which it worked one year with Thomas R. Borden as master. The charter was received March 16, 1856, and the charter members were: William E. Boyden, Rev. Thomas R. Borden, Rev. J. G. Forman, Charles B. Hall, Dr. John Harper, Seth F. Nye, John W. Pope, and Bazillia Sears. The masters have been: Rev. John R. Borden, 1856; Dr. John Harper, 1857-59; for the years 1860-62 the record was burned; W. H. F. Burbank, 1863-65; A. F. Sherman, 1866-67; C. B. Hall, 1868-69; I. T. Jones, 1870-71; W. C. Spring, 1872-73; A. F. Sherman, 1874-76; W. A. Nye, 1877-78; D. F. Chessman, 1879-80; F. W. Holway, 1881-83 and 1890; J. F. Knowles, 1886; C. M. Thompson, 1887; C. T. C. Whitcomb, 1888; Dr. G. E. White, 1884-85 and 1889. The Lodge numbered 55 members in 1889. The treasurer for 1890 is Willard E. Boyden, and the secretary Ambrose E. Pratt.

The Cape Cod Mutual Benefit Association was instituted February 7, 1879, for mutual life insurance, and has a large number of beneficiaries. Charles Dillingham was elected its first president and I. K. Chipman vice-president, which offices they were chosen to fill each year after, including 1889. Charles H. Lapham was chosen secretary and treasurer at the meeting of February, 1889.

The Knights of Honor, Lodge No. 1358, was instituted February 3,

1879, and their tenth anniversary was celebrated on that date of the past year. The charter members were thirteen in number, and the Lodge now embraces a large number of the best citizens of the town. Its dictators have been: A. F. Sherman, 1879; F. S. Pope, 1880; S. R. Bourne, 1881; S. W. Hunt, 1882; P. T. Brown, 1883; F. W. Holway, 1884; E. G. Hamlen, 1885; J. H. Stevens, 1886; F. W. Holway, 1887; and B. F. Chamberlain, 1888-89.

A flourishing G. A. R. Post, Charles Chipman No. 132, is also found here, organized February 24, 1882, and meeting in Hunt's Hall. It has seventy members. S. W. Hunt has filled the post of commander during the years 1882-83-85 and 86; John F. Cunningham for 1884; and William C. Gifford for 1887-88-89.

The Women's Relief Corps is an organization to assist the G. A. R., and meets the second and fourth Saturdays of each month. The organization was effected June 23, 1887.

The ladies have also the usual W. C. T. U., organized March 18, 1887, of which Mrs. Mercy Littlefield was two years president. The officers elected for 1889 were: Miss Lydia Jenkins, pres.; Mrs. Fletcher Clark, vice-pres.; Della R. Baker, sec.; and Mrs. Vina Blackwell, treas.

The village has three halls for public use, the principal one being the Casino on School street, built in 1884 by ten men. It is a very large and pleasant hall, accommodating an audience of eight hundred. The front offices are occupied by the engineer and treasurer of the Cape Cod Canal Company. The others are Carlton Hall on Jarvis street, and Hunt's over Benjamin G. Bartley's store.

The only library of the village is the Circulating Library of Frederick S. Pope, in the same building with the post office.

The first station agent of the Old Colony railroad was Captain George Atkins, who in 1859 at his death was succeeded by his son, Thomas Atkins; Alvin P. Wing succeeded him a short term, and March 13, 1876, James D. Lloyd, the present agent, was appointed.

CEMETERIES.—The records of the proprietors designated these places of the dead as burial places. The first mentioned by the records is July 6, 1663, when it was ordered "that the little neck of land that lies by Wm. Newland's house shall be appropriated as a burial place for the town." This is known as the old burying ground, partially surrounded by the ponds in Sandwich village. In 1695 "The town did give to those of their neighbors, called Quakers, half an acre of ground for a burial place, on the hill above the Canoe Swamp between the ways." This is now the Friends' burying ground and near it the present one is located. All grounds are now kept in better order and with more reverence than by the proprietors themselves, for in 1715 by a vote, Mr. Cotton, the minister, had the privilege of pasturing his horse in the burying place by the pond, if he would

fence it by joining each end of the fence to the pond. It has now a substantial wall where the fence was.

The Catholics have a small cemetery northeast of the village, and have more recently purchased land for another to the southwest. The Plowed Neck Cemetery in the eastern part of the town and the Wing, Spring Hill or Chipman, are also names given to another old burying ground; at Sand Hill (by some called Plain Hill), Farmersville, formerly Hog Pond; and Greenville or Forestdale, are others. There is also a small one at Wakeby.

As early as 1829 the Freeman Cemetery was used for burial, and was incorporated April 13, 1889. The trustees elected were Watson Freeman, C. I. Gibbs, and George F. Lapham; the clerk elected was William L. Nye.

Bay View Cemetery was incorporated June 23, 1868, and contains over six acres of land situated near the Freeman Cemetery. The original purchasers were W. H. F. Burbank, H. G. O. Ellis, John C. C. Ellis, Samuel Fessenden, S. W. Hunt, James M. Atherton, Seth O. Ellis, James D. Lloyd, James H. Faunce, Samuel C. Burbank, and Charles E. Pope. W. H. F. Burbank was president until March 12, 1889, when Samuel Fessenden was elected; Charles Dillingham was elected vice-president; and Charles E. Pope, who has served since the incorporation, was elected secretary.

BIOGRAPHICAL SKETCHES.

David Armstrong was born in 1827, in Ireland, of Scotch parentage. He came to the United States in 1849, and four years later to Sandwich, where he has been a farmer since that time. In 1870 he was married to Mrs. Maria Stiff, daughter of George and Lucy (Smallwood) Parker, and grand-daughter of David Parker. Mr. Armstrong is a member of the West Barnstable Congregational church and a member of East Sandwich Grange, P. of H.

Robert Armstrong was born in 1830, in Ireland, and is a brother of David Armstrong mentioned above. He came to America in 1851, and two years later to Sandwich, where he has since been a farmer, with the exception of six years spent in the West. In 1861 he was married to Dorcas W., daughter of Solomon and Charity (Allen) Hoxie. They have four children: John A., Robert F., George A. and David L. Mr. Armstrong is a member of the East Sandwich Grange, P. of H., and a member of the Episcopal church.

Thomas F. Atkins, born in 1832, is a son of George^a, William^a, James^a, John^a, James Atkins^a. His mother was Paulina, daughter of Thomas Freeman. Mr. Atkins has been employed by the Cape Cod and Old Colony Railroad Company since 1850, and since 1871 has been



Mr. E. Byrders

a conductor. He was married to Almeda A. La Baron. They have had four children, two of whom are living—George and William.

Benjamin G. Bartley, youngest son of Robert and Nancy F. Bartley, was born in 1857 and was educated in the public schools of Sandwich. He taught school four years, and since 1880 has been a dry goods merchant in Sandwich. He was married October 3, 1888, to Miss C. T. Newcomb. He is a member of the Unitarian church of Sandwich.

Joseph S. Bassett, born in 1822 in Cayuga county, New York, is the youngest son of Thomas, and grandson of William Bassett. His mother was Abbie, daughter of Joseph and Annie (Freeman) Swift. When a lad he came from New York to Sandwich, where he has been engaged as glass cutter for many years. He was married in 1848, to Abbie V., daughter of Walter W. and Zebiah G. (Bird) Richards. They have had two daughters—Carrie M. and Josephine Z., of whom the latter died September 25, 1875.

Davis A. Blake, son of Sabin Blake, was born in 1815 in Walpole, Mass. He was engaged in whale fishing about twenty-eight years prior to 1865, residing in Fall River and sailing latterly from New Bedford. He removed to Sandwich in 1875, where he has since lived. He was married in 1867, to Leslie P. Horton, and has one son, Robert D. Blake.

WILLIAM E. BOYDEN.—Mr. Boyden will be well remembered in the affairs of the county, and as one of the present century who greatly assisted in the development of various institutions that have proven benefits to his fellow-beings. He was the son of Spencer Boyden of Walpole, Mass., where he was born April 29, 1807. He was one of four children, and passed his boyhood in the usual routine, on his father's farm, with an occasional respite in burning a pit of charcoal for the Boston market. His ambitious nature sent him out from the home of his childhood, and when he was a mere boy he was a trusted employee in Mr. Drew's line of stages and express, then running between Boston and Providence. In 1822, when a line of stages between Plymouth and Sandwich was established, Mr. Boyden moved to Sandwich. He was an active, persevering young man, making daily trips from Sandwich to Plymouth and return. This he did as proprietor, for a period of twenty-six consecutive years without a week day that he was not engaged on the route. The present Central Hotel, of Sandwich, was the Cape terminus of the line, and from there started the Falmouth, Yarmouth and south-side stages, in which Mr. Boyden was more or less interested. He drove four horses, to one of those old-fashioned coaches, and it was a characteristic of his to be on his schedule time if human device or energy could prevail. Once on his way to Plymouth he was snow-bound at Cook's hill and could proceed no

further with his coach, but with his usual zeal he provided for his passengers, tied the mails to his horses' backs, placed the four horses in a single line and forced his way. This particular coach remained under the snow ten days. Mr. Boyden was necessary to the success of this line, and for the period ending with the advent of the railroad was a strong factor in the welfare and development of the Cape. It is said that on the day preceding a Thanksgiving, he brought in thirteen coaches filled with passengers.

In the height of his prosperity he married Hannah R. Hatch of Falmouth, December 9, 1832. Their children were: Willard E., the successor of his father's express business; Robert R., deceased; and Rebecca M., now residing with Willard E.

The Plymouth line was discontinued when the railroad was opened to Wareham, and an express line was formed to Wareham by Mr. Boyden and Mr. Witherell, called the "Witherell & Co. Express." After the death of Mr. Witherell, Mr. N. B. Burt was taken as partner, and this line was called the Cape Cod Express Company, doing a successful and increasing business by stage until the completion of the railroad to Yarmouth. Soon the business was transferred to the railroad, and Rufus Smith becoming a partner, the express business was continued along the Cape. In 1879, after the death of William E. Boyden, this company was consolidated with the New York & Boston Dispatch Express Company, of which Willard E. Boyden has since been the agent at Sandwich.

William E. Boyden was very liberal in his religious views, and was the treasurer of the Universalist church of Sandwich, during its existence. In all charitable enterprises he was among the first. As revealing his sympathetic nature, an incident related by the venerable Paul Wing will be remembered. Mr. Boyden, among others, was called upon to aid a needy woman, to which call he at once responded, but wishing to hear the details, her story was told while he listened with tears running down his cheeks. He was identified with every improvement of his town, and was actively engaged in public affairs. His political views, always democratic, were marked by a firmness which was known and respected. In 1836 the result of the presidential election between whig and democrat was yet undecided, when a crowd of both parties assembled at the tavern to await the news by Mr. Boyden's stage. He soon came swinging around the bend by the Unitarian church, but the peculiar ring of his whip as he menaced his four grays, caused the whigs to turn and say, "No good news for us." A few years prior to his death a colored man approached him for aid, and he told him to go to his republican friends, get all he could, return, and he would give as much as all of them—and he did.

He was the treasurer of DeWitt Clinton Lodge from its organiza-

tion to his death, and Willard E. has been his only successor. Mr. Boyden was ever upright, and greatly respected for his outspoken manliness. He died May 1, 1879, greatly missed. After his death memoranda were found, showing of many thousand of dollars given and loaned to needy friends. He was just and generous, and has left his goodness engraven on the memories of his fellow-men, where it will be more lasting than on stone.

Peleg T. Brown, born September 24, 1836, in Scituate, Mass., is a son of John and Clarrisa Brown. He is a tack maker by trade. He came to Sandwich in 1869. He has been tax collector for the town four years. He was in the war of the rebellion, serving in Company B, Twentieth Connecticut Volunteers, from 1862 to 1865. In 1858 he was married to Jane H. Sherman, who died in 1878, leaving one daughter, Mary L. In 1880 he was married to Vesta M., daughter of Ansel Tobey. Mr. Brown is a member of the Masonic order and a member of the Sandwich Methodist Episcopal church.

William H. F. Burbank was born in 1827, and died at Sandwich, September 18, 1876. He was a son of Samuel Burbank, and his wife Louisa C., daughter of Deacon Ebenezer Crocker. Mr. Burbank was a hardware merchant at Sandwich for many years previous to his death. He was a member of DeWitt Clinton Lodge, A. F. & A. M. In 1848 he was married to Helen M. Winsor, who died in 1868. They had eight children, four of whom are living: Helen M., William H., George E. and Frank C. Mr. Burbank was married in 1869 to Fanny L., daughter of Freeman and Temperance (Hatch) Robinson.

Frank H. Burgess, born in 1843, is the oldest son of Charles H. and grandson of Perez Burgess. His mother was Ann S. Nye. He has been in mercantile business at Sandwich since 1861, has been town clerk and treasurer since March, 1887, and was elected selectman in 1889. He was married in 1866 to Arabella Eldred, and they have two adopted daughters—Ambrosetta B. and May G. Mr. Burgess is a republican.

Rev. Hiram Carleton, D.D., was born in 1811 in Barre, Vermont. His father, grandfather and great-grandfather were all named Jeremiah. The latter was a son of Joseph, whose father Lieutenant John, was a son of Edward Carleton, Esq. His early education was received in his native town; he was graduated from Middlebury College (Vermont) in 1833, and from Andover Theological Seminary in 1837, since which time he has preached almost continuously. In 1881 he retired to East Sandwich, where he has held religious services in his residence since that time. He was married in 1838 to Mary J. Fisher. Their only son, John F., was born in 1857, was educated in Noble's private school of Boston, and at Harvard College, graduating in 1881, since which time he has been a farmer at East Sandwich. He was

married in 1885, to Isabel A. Foxcroft, and has two daughters—Catherine Foxcroft and Mary. Mr. Carleton is a member of East Sandwich Grange, P. of H.

Benjamin F. Chamberlain, son of Colonel Ebenezer and Hannah (Foster) Chamberlain, was born in 1838. He was in the war of the rebellion from August, 1862, to July, 1865, serving in Company I, Fortieth Massachusetts Volunteers. He has been engaged in the grocery business at Sandwich since 1866. He was elected selectman in 1889. In 1869 he was married to Laurany H., daughter of Joseph Perry. They have two sons—Charles F. and Walter C. Mr. Chamberlain is a republican, and a member of Charles Chipman Post, No. 132, G. A. R.

Charles Chipman was born in 1829, and was killed August 8, 1864, in front of Petersburg. He served in the regular army as sergeant, and in April, 1861, enlisted in the war of the rebellion. May 6th of that year he was chosen captain of Company D, Twenty-ninth Massachusetts Volunteers, and on the 18th of May started with the first volunteers from Cape Cod, for the seat of war. After seven months' service he was made major of the Twenty-ninth, and at the time of his death was in command of the Fourteenth New York Heavy Artillery. The Grand Army Post of Sandwich very appropriately bears the name of one of Sandwich's bravest heroes. Mr. Chipman was married October 15, 1854, to Elizabeth F., daughter of Captain Isaac and Elizabeth (Freeman) Gibbs. They had two children—Edward, who died, and Sarah.

Stephen S. Chipman, born in 1834, is a son of Stephen S. and a grandson of Stephen Chipman. His mother was Temperance N., daughter of Jonathan Fish. Mr. Chipman is a farmer, and has been superintendent of highways eleven years in Sandwich. He was married in 1859 to Emily L. Allen, and has two daughters—Charlotte M. and Estelle D. He is a member of the Unitarian church of Sandwich.

William C. Chipman⁷ was born in 1822. His father was Samuel⁶ (John⁵, Timothy⁴, Samuel³, Samuel², John¹), and his mother was Nancy Churchill. His ancestor John Chipman¹, came from England in 1630 and married Hope, daughter of John Howland, one of the Pilgrims. Mr. Chipman is a carpenter by trade. He was married in 1849 to Love E. Nye, who died in 1852, leaving one son—James. In 1864 Mr. Chipman was married to Elizabeth S. Underwood, by whom he has four children: Grace E., Herbert L., Emily F. and William C., jr. Mr. Chipman is a prohibitionist, and a member of the Sandwich Methodist Episcopal church.

Fletcher Clark, born in 1853 in Middleboro, Mass., is a son of Robert C., whose father John was a son of Nathaniel Clark. His mother is Hannah Hooper. Mr. Clark has been engaged in the grocery business

at Sandwich since 1875. He was married in 1881 to Emma W. Gregory, who died in 1885, leaving one daughter, Eva H. He was married in 1887 to Elizabeth Emerson.

James W. Crocker, born in 1827 in West Barnstable, is a son of William and Sarah (Howland) Crocker, and grandson of Ephraim Crocker. He is a carpenter by trade, but for the past thirty-five years has kept a fruit, confectionery and oyster store at Sandwich. He was married in 1856 to Elizabeth, daughter of Timothy Swinerton. They have two daughters—Carrie and Sarah.

Rev. Loranus Crowell, D.D., for many years an esteemed elder of the Methodist Episcopal church, was appointed in 1840 principal of the Spring Hill Seminary, Sandwich, and held that position for four years. Doctor Crowell married, in 1843, Elizabeth Ann Fuller, of Sandwich.

Charles Dillingham⁸, born in 1821, is descended from Simeon⁷, Branch⁶, John⁵, Simeon⁴, Edward³, Henry², Edward Dillingham¹, who came from Leicestershire, England, to Lynn, Mass., and from there in 1637 to Sandwich, being one of the original proprietors. The mother of Mr. Dillingham was Lucy Tobey. The subject of this sketch was senator from this district two terms in 1861 and 1862; member of the house two terms, 1886 and 1887; has been on the school committee twenty-seven years, and sixteen years school superintendent; in March, 1890, was elected selectman for the fifteenth year. He was married in 1845 to Isabella Gibbs who died in 1881, leaving three children: Nannie G., now deceased, Lucy T. and Alfred E., who was married in January, 1890, to Isabella Anne, daughter of the late Rev. Frederick Freeman of Sandwich. Mr. Dillingham is a republican and a member of the First (Unitarian) church of Sandwich.

Seth O. Ellis, born in 1822, is a son of Stephen, whose father, Frank, was a son of Frank Ellis. His mother was Hannah Raymond. He was a carpenter and builder until 1856, and since that time has been a machinist and plumber. In 1845 he was married to Elizabeth Bennet. They have five children: Rose, Lizzie M., Stephen, Calvin and Charles H. B. They lost three children.

John C. C. Ellis, born in 1835, is a brother of Seth O. Ellis mentioned above. He has been a blacksmith at Sandwich since 1853. He was married in 1857 to Eudora L. Godfrey, who died in 1877. Their children were: Carrie E. (born September 18, 1859, died June 7, 1864), William H. C., John F. and Mary E. He was married in June, 1879, to his present wife, Melissa M. Thurston, by whom he has one son, Forest T. Mr. Ellis is a member of DeWitt Clinton Lodge.

Russell Fish, born in 1818, is a son of Silas, and grandson of Silas Fish. His mother was Keziah, daughter of Ebenezer Nye. Mr. Fish was a teacher until thirty years of age, and since that time has been

a farmer. He was married in 1848 to Caroline C., daughter of Samuel Hunt, and has two children—George R. and Arvilla M. Mr. Fish is a member of the Sandwich Methodist Episcopal church.

Henry W. Goodspeed, born in South Sandwich, is a son of Thomas, grandson of Walley, and great-grandson of Joseph Goodspeed. His mother was Lucy, daughter of John Howland. Mr. Goodspeed is a farmer. He has two sisters living—Sylvia and Lucy—and a brother and sister deceased—Walley and Celia. He was married in 1874 to Mercy C. Chadwick, and has two daughters—Celia W. and Ida F.

CHARLES BASCOM HALL* was born in Sandwich, September 3, 1830, and died in the same town in the house where he was born, January 27, 1881, in the fifty-first year of his age. He was the only child of Jonathan Bascom Hall and Clarissa Sears, both of the lower Cape, who came early in their married life to Sandwich and were always counted among the most thrifty and respectable of the townsfolk. The Halls have been always men of business thrift and integrity, and come of good Pilgrim stock. Jonathan B. was a son of Jonathan Hall and Abigail Bascom. Abigail Bascom was sister of Rev. Jonathan Bascom, born in 1740 at Lebanon, Conn., graduated at Yale College, 1764, and settled at Orleans, 1772; where after a pastorate of thirty-five years, "an able minister, devoted to his work with pious heart, of a happy disposition, somewhat facetious, always kind," he died 1807. There has never been better blood on the Cape than the Sears', as the success of the family in literature and business in the country at large proves.

These facts of ancestry undoubtedly furnish the key to the unique and pronounced, and to say truth, the unusual character of their descendant, Charles Bascom Hall. The strain of his ancestry was strong upon him all his life. The writer of this memoir remembers him at seven years of age, as a red-cheeked, cheery boy, with large, brown eyes; lively, happy, always with some humorous joke behind his smile, and with a native good humor which kept peace with all his school-mates, unless under some sharp wrong which he was never backward in resenting in the fashion of sturdy and self-respecting boyhood. In his case, as his life showed, "the boy was father to the man." The events of a life, so gentle, and withal so useful as Mr. Hall's, are easily recorded, and in this case they all agree in revealing the nature of the man behind them. Educated both in the public schools of Sandwich and in the private seminary of Rev. Frederick Freeman, he entered at sixteen, as a clerk, the store of which he was soon afterwards owner, as he remained until his death. It was outwardly a drug store. It became, more and more, an office where he transacted a large and varied business. For twelve years he was postmaster, under both the

*By Rev. N. H. Chamberlain.

Pierce and Buchanan administrations; for many years justice of the peace, notary public, pension agent, the first treasurer of the Sandwich Savings Bank, a director in the Barnstable County Fire Insurance Company. These public trusts unmistakably show in their number the strength of the public confidence in his business integrity and ability. Another proof of the deep-rooted and abiding confidence of his fellow citizens in his public usefulness and integrity is found in the fact that though differing from the majority of them in his politics, they elected him moderator of their March town meeting for nearly twenty years, an office which he filled with much dignity and success in the dispatch of town business. Two other facts in his citizenship complete his official record. He was a charter member of De Witt Clinton Lodge, A. F. & A. M. He was for his lifetime an interested and active member of the First (Unitarian) parish in Sandwich, and gave both time and money freely for its support. In that ancient, mystical order of free masons, with its teachings of the brotherhood of man, and the equality of the good in the presence of the Great Architect of the universe, his friendly nature found a congenial home, where he could serve others according to the ethical laws of the order. As a member of the Sandwich parish, he merely carried out the law of his own Pilgrim ancestry as stated by Rev. John Robinson in his pathetic letter to his Plymouth brethren: "Accept and follow the truth wherever it may be found," and was a Unitarian both from tradition and conviction.

It is a truism hardly worth repeating, that every man is individual, with his own mental, emotional, and physical make-up in which he differs somewhat from every other man. It was exactly in this make-up that Mr. Hall was unique and individual, though he still belonged to a class, though rather a small one, as we rate and estimate men. Mr. Hall was a well rounded man with virtue all round his character—what we usually call a well-balanced man.

Many men may have either as much intellect, or as much heart, or as much conscience as he, but it rarely happens that a man has so happy an adjustment and balance of these three gifts. For instance, some men are amiable and quiet in outward behavior because they have not intellectual strength enough to be greatly provoked at anything, or heart enough to be greatly moved by distress, or conscience enough to stand bolt upright against a wrong;—mere negative men, whose mental impotency passes for the virtue of a peaceable character. It was the nice adjustment in Mr. Hall between head, heart, and conscience which became to those who knew him such a comfort and satisfaction. His ability in business was saturated by his kindness of heart. To help a poor Irish woman to get news of her absent son, to help a son to send a draft across seas to his mother, or a soldier to get

back pay from the government, these and a thousand other unpaid and generally unknown services pleased his friendly nature, and his life was full of them. But on the other hand he stood firm by his principles in church and state, and the amiability of his nature had always for comrade a clear, strong brain. He had more in him to control than many, and he controlled and portioned out his nature better than some of us. His life therefore was, as the phrase runs, in good form.

Two points more, visible in a life like his, deserve mention. Such lives are the substances out of which human civilization is always recreating itself in a constant and peaceable development of human interests and affairs. Such men are the administrators, so to speak, of society. Other men may go down to the sea in ships, or out to battle fields; may travel in foreign parts; may emigrate; may amuse themselves in the ten thousand nothings of an idle life;—fed to satiety on luxuries of the cost of which they never earned a dollar—consume the world's wealth to which they never contributed anything,—and die, leaving nothing but a sad memory and a handful of dust and ashes.

Men of affairs like Mr. Hall, with patient industry, toil in their stated place; advise, provide, make investments, watch over funds in trust; save property in its ten thousand forms from loss or robbery—the driving wheels of the world's economy, and rest well in honor after their toil and vigil. Such lives remind one of that famous award of King David to his followers at the brook Besor: "But as his part is that goeth down unto the battle, so shall his part be that tarrieth by the stuff. They shall part alike."

It was in social life, however, that Mr. Hall's kind nature best revealed itself; for though naturally modest and retiring, he was fond of his old friends and their society. In his own American home, in that nursery of the best of our people, that powerful offset against public wrangle and corruption in high places, he was all that a good man should be, with less of human infirmity than most men show—a good husband and father, as in public life he was a good and useful citizen. He married, in 1855, Charlotte E. Lapham of Sandwich, and left one daughter. This memoir, while mentioning the public loss and public sorrow, veils with silence the sacred memories of private sorrows greater than those which the world ever knows. Perhaps the words of the poet might justly be applied to the harmony and quality of Mr. Hall's life.

With his fine sense of right
And truth's directness, meeting each occasion
Straight as a line of light.
Among the gentlest of all human natures



David N. Holway

He joined to courage strong
 And love outreaching to our dear Lord's creatures
 With sturdy hate of wrong.
 Tender as woman; manliness and sweetness
 In him were so allied
 That they who judged him by his strength or kindness
 Saw but a single side.

William Hamblin^a was born in 1818 and died in 1874. He was descended from Thomas⁷, Thomas⁶, Reuben⁵, Elkanah⁴, James³, James², James Hamblin¹, who came from England, and settled in Barnstable prior to 1640. Mr. Hamblin was a farmer, and resided near Spring Hill. He was married in 1844 to Rebecca K., daughter of William Atkins. They had three children—two sons, who died, and a daughter, Ida F., who now occupies the homestead with her mother.

Elijah Hancock was born in 1820 in Boston, and resided for forty years in West Bridgewater. In September, 1876, he came to Sandwich, and has since had charge of the town farm. He served in the war of the rebellion, in Company K, Third Massachusetts Volunteers. He was married in 1841 to Hannah E. Pool, who died in 1859, leaving three children: Elizabeth M., Ella A. and Adaline S. He was married in June, 1860, to Julia H. Briggs, by whom he has one child, Julia A. He is a member of Charles Chipman Post, G. A. R.

George Hartwell, son of Hiram J. Hartwell, and grandson of Stephen Hartwell, was born in 1836 in Philadelphia, Pa. He has been a book-keeper, with the exception of a few years, when he was a merchant at Sandwich. He came to Sandwich in 1867, where he has since lived. Since February, 1882, he has been book-keeper for I. N. Keith, at Sagamore. He was selectman two years as a democrat. He was married in 1868 to Isabella G., daughter of Charles H. Chapouile, born in Boston in 1848. They have four children: Corinne, George, Hannah and Norman.

DAVID N. HOLWAY.—Among the fifty families, who, after the first ten were the primitive settlers at Sandwich, came Joseph Holway, whose descendants since have, in every generation to the present time, been identified with the best interests of the town. Most of them have resided in the eastern portion of the town, near where, in 1637, their common ancestor secured a home. As a rule they have been tillers of the soil, and have from the first, been earnest adherents of the Society of Friends. The name—sometimes written Holly—is frequently found among the officers of the town, and in the seventh generation from the pioneer we find David N. Holway, born 1839, attaining to a prominence which sheds luster upon this family name, and reflects credit upon the town which has sent out so many successful men. His father was Daniel Holway, who was born September 2, 1800, and died in the May following his fifty-eighth birth-

day. Daniel's wife was Lydia, daughter of Stephen Nichols of Vassalboro; Me. She was a woman of remarkable characteristics physically, mentally and spiritually. Daniel's parents were Stephen and Reliance (Allen) Holway. Stephen was the son of Barnabas and Elizabeth Holway. Barnabas' father, Gideon, was a son of Joseph, and grandson of Joseph, the pioneer.

Such was the ancestry of David N. Holway, who as the oldest son had, added to the advantages of the Sandwich schools, a thorough training in the Friends' school at Providence, R. I. For six years after attaining his majority he labored as a teacher, and in 1866 and 1867 was chairman of the school board of Sandwich. In June, 1866, as special agent of the Provident Life and Trust Company of Philadelphia, he began that remarkable career as a life insurance man, which is to-day the basis of his business prominence. He went to New York, in July, 1868, as the company's general agent, and traveled extensively through that State until 1873. In June of that year he became attached, as special, to the home office in Philadelphia, where he remained until 1878. Up to this time his promotions and success must be attributed to his inherent qualities of head and heart. At this time the company saw the need, in their New England business, of a manager who, himself a Yankee, might the better understand the special requirements of the Boston office. He was offered the position, and with G. C. Hoag, under the firm name of Hoag & Holway, became, in June, 1878, the company's representative in New England. Upon the death of Mr. Hoag, in 1886, Mr. Holway assumed the sole management of the general agency, the business of which has grown to large proportions under his care.

He has long been a thorough student of the principles and practice of life insurance, and his literary attainments have been indicated by several valuable treatises on the subject. One issued in 1885, entitled *The World of Life Assurance*, and another, entitled *The Science of Life Assurance*, which was delivered as an address in 1886 before a scientific class in Boston, have reached large editions. Early in 1887 he published, under a copyright, *The Progress of Life Insurance in the World—1860–1887*; giving two accurate tables of the amount in force, and amount of new business issued each five years throughout the world. He has since supplemented it, and it is now quoted everywhere as authority. In November, 1888, he wrote *Endowments*—a scholarly exposition of the theory of that class of insurance, of which work forty-three thousand copies have already been issued. His position in the insurance world was fittingly recognized in February, 1890, by his election to the presidency of the Boston Life Underwriters' Association—the pioneer organization of the United States, now numbering nearly one hundred members.

While pleasantly situated in the business world, Mr. Holway is equally favored in his domestic relations. His wife, Emeline J., whom he married in 1860, is a daughter of Captain Joseph Mitchell. Their three children are: Harlan P., E. Florence and John F. Holway. Mr. Holway has been a resident, since 1880, of the Dorchester district of Boston.

Augustus Holway, son of Alva, and grandson of Stephen Holway, was born in 1840. His mother was Lydia Freeman. He is a farmer. He served in the war of the rebellion nine months in Company D, Forty-fifth Massachusetts Volunteers. He was married in 1863 to Helen F. Nye. They have one son, Jerome R., who was married in 1887 to Ella F. Ellis, and has one son, George A. Mr. Holway is a member of Charles Chipman Post, G. A. R. He is a member of East Sandwich Grange, P. of H., of which his son is also a member.

Barnabas Holway was born in 1819, and is the youngest of five children of Barnabas Holway, and a grandson of Barnabas Holway. His mother was Hannah Gifford. He has been a boat builder and farmer, and owns and occupies the farm where his father lived. He was married to Mary Ann, daughter of James Dillingham. She died in 1882. Mr. Holway is a member of the Friends' society of Sandwich.

Isaac W. Holway, born in 1856, is the only child of Joseph W⁶, who was descended from John⁵, Barnabas⁴, Gideon³, Joseph², Joseph Holway¹. His mother was Ruth F., daughter of James Ellison. Mr. Holway is a farmer. He was married in 1881 to Rosie J., daughter of William H. Morton.

Stephen Holway was the eldest son of Stephen Holway. He was married to Abbie W., daughter of Joseph and Deborah (Wing) Hoxie. Mr. and Mrs. Holway are both deceased. They had eight children, six of whom are living: George N., Deborah W., Lucy M., Edward W., Hepsibah W. and Lizzie A. The family are of the Friends' faith.

Thomas E. Holway⁷, born in 1844, is a son of Russell⁶, Stephen⁵, Barnabas⁴, Gideon³, Joseph², Joseph Holway¹. His mother was Caroline Eldred, who died in 1867, leaving four children: Emily M. (Mrs. Alden C. Taylor, died in 1882), Thomas E., Frank R. and Joshua E. Mr. Holway was in the war of the rebellion in Company D, Forty-fifth Massachusetts Volunteers, from September, 1862, to July, 1863. He was in the shoe business in Lynn from 1863 to 1868, and since that time has been a fruit and vegetable commission merchant in Boston. He was married in 1870 to Octavia S. Dundar, and has one daughter, Alice E. He is a member of Charles Chipman Post, G. A. R.

Edward B. Howland, son of Gustavus Howland, was born March 29, 1852. In 1869 he began to learn the machinist trade at Taunton, Mass., and in 1872 began work with the Taunton Tack Company, where he remained until 1879. In 1880 he started the Bay State tack

works at Sandwich, where he now lives. He is vice-president of the Sandwich Co-operative Bank, also trustee of Bay View Cemetery Association. He was married in 1874 to Ellen F. Fuller, and has two children: George W. and Estella A. Mr. Howland is a member of DeWitt Clinton Lodge, A. F. & A. M.

Gustavus Howland⁴ was born June 20, 1823. He is one of ten children of Ellis Howland³, Lemuel², Ebenezer Howland¹. His mother was Fear Crowell. He has been a contractor and builder for about fifty years. Since 1857 he has kept a lumber yard at Sandwich. In 1848 he was married to Clarissa Hatch, by whom he has had four children: Mary A., Edward B., Oscar and Frank L. Mr. Howland is a member of the Sandwich Congregational church.

Joseph Howland, born in 1819, is a son of James and Martha (Hopkins) Howland, and grandson of David Howland. He is a farmer and owns and occupies his father's homestead. He was married in 1855 to Mrs. Sarah B. Worth, daughter of David and Hannah (Bates) Greene, and granddaughter of Lemuel Greene. Mr. Howland is a member of the Methodist Episcopal church at Marston's Mills, and is a prohibitionist.

Nelson Howland⁵, born in 1855, is a son of Solomon C⁴., Ellis³, Lemuel², Ebenezer¹. His mother was Adelia F. Hatch. Mr. Howland is a machinist by trade. He worked several years in Taunton, and since 1880 has worked in Sandwich. He was married in 1880 to Ada, daughter of Ronald Macdonald. They have one daughter, Mary A.

Orrin H. Howland, born in 1854, is the eldest son of Freeman H., and he a son of James Howland. His mother was Love D. Fish. He has been a hardware merchant at Sandwich since 1876, and had been clerk and tinsmith here five years prior to that. He was married in 1879 to Sara C. Drew.

JOSEPH HOXIE is the sixth in lineal descent from Lodowick Hoxie, one of the proprietors of Sandwich. Just when Lodowick came to this town is not known; but the records of the town present his name in 1658 as one of the proprietors whose lands were bounded for record in the proper book. In 1661 he is again mentioned as refusing to assist Marshal Barlow, in the shameful arrests of that day, for which he was fined by the court at Plymouth. From such ancestry Joseph Hoxie came, and is a worthy and respected representative.

Lodowick's children were: Solomon, Gideon, Hezekiah, John, Joseph, Bathsheba and Content. Gideon's children were: Joseph, Simeon and Gideon. Of this number Joseph married Mary Clark of Rhode Island. Their children were: Clark, Barnabas, Cornelius and Mary. Barnabas Hoxie married Hannah Gifford of Spring Hill, Mass. Their children were: Gideon, Lodowick, Kezia, Christopher, Joseph, Mercy, Chloe and Mary. Of these, Joseph the youngest son, married



Joseph Hoxar

Deborah Wing of Sandwich town, and they became the parents of the subject of this sketch. Their children were: Hepsibah, Joseph, Abigail and Newell. Hepsibah married Daniel Swift of Falmouth, and died there in 1858. Abigail married Stephen Holway, jr., of Spring Hill, where she died September 24, 1859. Newell is mentioned more fully in chapter X.

Joseph, the only survivor of this generation was born October 29, 1798, at East Sandwich. He received a limited education from the common schools of the day, and assisted his father on the farm during his boyhood. In 1816 he went to Lynn to learn the details of the shoe trade, and in 1818 opened a shoe manufactory and store at East Sandwich. In 1822 he was in business in Sandwich village a few months. The same year he returned to East Sandwich, purchased the home of the late Joseph Nye and erected a building for a store and manufactory near the pond on the south side of the county road. This building stood opposite the old grist mill or, perhaps more properly, opposite the present Grange Hall, and has been removed to the west of the house, where it still stands. In this primitive building Joseph Hoxie made the first morocco, kid and cloth shoes, in Barnstable county. He took apprentices and his goods were sold throughout the county as well as Martha's Vineyard. The old store still presents the array of shelves, drawers, forms and patterns used by the proprietor nearly seventy years ago, and among other things preserved by the family, is the old sign of 1822, which bears the notice "Joseph Hoxie 3d, Gentlemen & Ladies Morocco & Kid Shoe Manufactory." In 1832-33 or thereabouts, Mr. Hoxie killed a destructive wolf—one of the last on the Cape—which in the three several towns of Sandwich, Falmouth and Barnstable, in the course of three or four years was judged to have destroyed nearly three thousand sheep.

He married, October 8, 1823, Lucy S., daughter of Stephen and Rebecca Holway, of Spring Hill. She died, and October 8, 1838, he married Mary, daughter of Barnabas and Hannah Holway, of the same place. The oldest living representative of these worthy parents is Henry N. Hoxie, one of the head masters of Haverford College Grammar School, near Philadelphia, Penn. In 1868 he married Sarah B. Boswell of Chesterfield, Morgan county, Ohio, who died at Germantown, Philadelphia, Penn., December 31, 1883. The other children are: Eben W., merchant at Worcester, Mass.; Lucy S., at home with her father; Elizabeth W., who married Justin A. Ware of Worcester, the secretary and treasurer of the Crompton Loom Works; Hannah G., wife of Rev. Charles W. Ryder of Providence, R. I.; and Abbie N. H., wife of Benjamin D. Webber of Beverly, Mass., the eastern freight agent of the Canadian Pacific and other railroads.

After Joseph Hoxie's second marriage his time was almost wholly occupied with his farm and the official settlement of estates, some of which were unusually important. His name is connected with the adjustment of fifty estates in his native town and the vicinity. He never desired office but took an active interest in the body politic, and by the earnest persuasion of his many friends he acceptably filled the office of postmaster fourteen years, and those of assessor, selectman, school committee and overseer of the poor for several years, and during the gubernatorial period of Governor N. P. Banks he served two terms in the state legislature. On the eighth of October, 1888, Joseph and Mary H. Hoxie celebrated their golden wedding, at which nearly one hundred persons were present, and many more sent letters of kind greeting. The presents were numerous and valuable. Within one short month after this, on the sixth of November, the beloved wife and mother departed this life, leaving her aged companion to complete the journey alone. Her death was keenly felt by a large circle of her neighbors and friends. From the *Barnstable Patriot* of December 7, 1888, one of the various papers in which the event was noticed, we make the following extract in regard to her: "Through fifty years of her wedded life she and her husband have gathered unto themselves and household, friends whose love once there has never failed. With a large family to claim her care and strength, she was never too engrossed with it to fail to respond to any outside call of suffering, and shutting within her own heart her own sorrow, her rejoicing and her weeping have been with those who did rejoice and with those who wept. She possessed a rare grace and ability to welcome to and entertain her friends at her home, and many a lonely, homesick one has told her of the great strength of heart gained by the kindly greeting which she never failed to give. Her life has been a benediction to all who knew her intimately or socially, and she has truly been a living gospel. She hath rested from her labors and her works do follow her."

Joseph Hoxie has been a very useful man in his town, a friend to the needy, and one whose counsel has prevailed. He has during life been a consistent member of the religious Society of Friends, and more or less since 1830 has been in the service of the society as a trustee and treasurer. For many years he has served it as overseer and elder, and in no relation of trust has ever been required to give security. At the age of ninety-one, he is now spending the evening of life in the home rendered sacred in memory by the changes which long years have wrought.

David A. Hoxie, born in 1843, is a son of Allen and grandson of Barnabas Hoxie. He was in the war of the rebellion from 1861 to 1865, in Company D, Twenty-ninth Massachusetts Volunteers. Since

1865 he has been a farmer. He was married in 1868 to Laura Small, and has two sons: Everett and Isaac. He is a member of Charles Chipman Post, G. A. R., and a member of East Sandwich Grange, P. of H.

Edward Hoxie, born in 1826, is a brother of George F. Hoxie, below. He is a carpenter by trade. He worked several years for the Cape Cod railroad in the car shop, and since 1884 he has been a market gardener. He was in the war of the rebellion from July, 1862, to June, 1865, in Company E, Fortieth Massachusetts Volunteers. He was married in 1848 to Mary J. Tarr. They have had five children: Varona H., Mary F., Edward A., Joseph E., and one deceased. Mr. Hoxie is a member of Charles Chipman Post, G. A. R.

George F. Hoxie, born in 1822, is a son of Peleg and grandson of Hezekiah Hoxie. His mother was Phebe, daughter of Jesse Hoxie. Mr. Hoxie is a house carpenter by trade, but for the last thirty years has been a gardener and fisherman. He was married in 1851 to Elizabeth D., daughter of Edmund Smith. They have had twelve children: Elizabeth, Celia, Olive, Carrie, Rosa, Ida, George, Lyman, Henry, Sylvanus, Charles and Walter. They lost one son. Mr. Hoxie is a member of the Sandwich Methodist Episcopal church.

Nathaniel C. Hoxie, born in 1824, is a brother of George F. Hoxie, mentioned in the preceding paragraph. He followed the sea for twenty years, was in the civil war, in Company D, Forty-fifth Massachusetts Volunteers about one year, and since 1863 has been a farmer. He was married in 1852 to Almira H., daughter of David Libby. He is a member of the Sandwich Methodist Episcopal church, and a member of Charles Chipman Post, G. A. R.

Isaiah T. Jones, son of Joshua Jones, was born November 25, 1838, in Falmouth. His mother was Reliance, daughter of Asa and Anna (Bradford) Phinney. He has been engaged at Sandwich as a tack manufacturer since 1861. He was married in 1862 to Hannah C., daughter of Captain William Weeks. Their children are: Addie W., Lombard C., Anna R., Lottie E., Louis B., Isaiah T., jr., Frank L. and Jennie B. Mr. Jones is a democrat, and a member of DeWitt Clinton Lodge, A. F. & A. M.

John Jones was born in 1846 in England. His father was born in Wales and removed to England when a boy. In 1870 Mr. Jones came from England to Sandwich, and was employed as glass cutter by the Boston and Sandwich Glass Company until 1888. He was married in 1868, his wife dying the following year. He is a member of De Witt Clinton Lodge, A. F. & A. M.

Benjamin Lovell, son of Ezekiel and Martha (Cahoon) Lovell, and grandson of Ezekiel Lovell, was born in 1813. He was a sea-faring man for eighteen years, was six years night watchman at the Sand-

wich railroad station, and since that has been a farmer. He was married in 1837 to Mercy P. Baker, who died in 1882, leaving four children: Eliza A., Benjamin W., Boyden E. and Lote M. He was married again in 1883 to Mrs. Eliza A. Marston.

Charles H. Macy, born in 1844 at Nantucket, is a son of Captain Charles B. and Martha E. (Mitchell) Macy. He is a member of East Sandwich Grange, P. of H. He was married in 1868 to Hattie T.⁷, daughter of Azariah Wing⁶, Abram⁵, Edward⁴, John Wing³, who was the third generation removed from John Wing, the first settler.

Robert Macy, son of Robert Macy, was born in April, 1828, at Providence, R. I. He was in the whale fishing business from 1839 to 1874, and since that time has been a farmer at East Sandwich. He was married in 1867 to Mrs. Charlotte F. Austin of Marston's Mills, daughter of David Greene.

John Quinnell Miller was born January 7, 1835, and is a son of Isaac and Sophia H. Quinnell. Mr. Miller's mother died soon after his birth, and he was brought up by Joseph Miller, whose name he has always borne, and who died at the residence of his foster-son, June 23, 1889, aged 92 years and 1 month. From 1857 to 1885 Mr. Miller owned and kept a clothing store at Sandwich. Since 1885 he has been in the livery business. He was married in 1857 to Mary J. Giles, and has one son, Joseph H. Mr. Miller is a member of De Witt Clinton Lodge, A. F. & A. M., and a member of the Sandwich Methodist Episcopal church.

Sanford I. Morse, son of Simeon and Nancy Morse, was born July 4, 1854, at Middleboro, Mass., and came to Sandwich in 1880, where he has been a grocery merchant since that time. He has been in the grocery trade since fourteen years of age.

John Murray, 2d, son of John Murray, was born in May, 1820, at Glasgow, Scotland, and died in Sandwich in 1889. He came to this country in 1848. He was a tailor by trade, and in 1868 he came from Rhode Island to Sandwich and opened a tailor store, which he afterward changed into a ready-made clothing and dry goods store. He was married in 1840 to Elizabeth McIntire. She died, and Mr. Murray afterward married her sister Rebecca. They have one daughter, Nettie E., wife of John S. Smith. She has three sons.

Captain Edward Nichols, son of Charles and Sarah (Folger) Nichols, was born in 1813 at Nantucket. He was for thirty-seven years engaged in the whale fishing, and master of a vessel for sixteen years prior to 1864, when he retired. He was married in 1841 to Sarah Jones. They have two daughters: Mary A. and Charlotte B. Captain Nichols is a member of De Witt Clinton Lodge, A. F. & A. M.

George B. Nye, born in 1820, is a son of Joshua and Mary (Briggs) Nye, and a grandson of Ebenezer Nye. He followed the sea about

fifteen years, was twenty-five years in the butcher business, and since 1873 has been farming and growing cranberries. He was married in 1854 to Mercy, daughter of John Phinney. They have four children: George E., John P., Charles and Addie G.

Levi S. Nye was born in 1842. He is a son of Lemuel B. and grandson of Rev. Levi Nye. His mother was Eliza Sears. He was ten years in Boston engaged in a card and tag factory. In 1879, in company with his brother, he established the Sandwich Card and Tag Company, where he has been engaged since that time. He was married in 1867 to Martha Ann Bracket.

Samuel H. Nye, born in 1837, is the eldest son of Samuel, and grandson of Sylvanus Nye, who was a justice of the peace for several years. Samuel Nye married Mrs. Sarah P. Tobey, daughter of Daniel Rea. Mr. Nye is a farmer, has been selectman two years, and a member of the school committee several years. He was married in 1862 to Ruth A., daughter of Captain Dean Sears. They have three children: Rose S., Delia C. and Anna R. Mr. Nye was in the war nine months in Company D, Forty-fifth Massachusetts Volunteers, and is a member of Charles Chipman Post, G. A. R. He was a charter member of the East Sandwich Grange, P. of H. Near where Samuel H. Nye lives a mill privilege was granted to one of his ancestors, who built one of the earliest grist mills and carding mills in the county.

William L. Nye, born in 1839, is a brother of Levi S. Nye, mentioned above. He was for twenty years engaged in the card and tag works at Boston, and has been with the Sandwich Card and Tag Company since 1879. He was married in 1864 to Elizabeth, daughter of Stephen B. Nye, son of Charles, and grandson of Nathan Nye. They have two children: Augustus S. and Mary E. Mr. Nye is a democrat and has been chairman of both town and county democratic committees.

Nehemiah Packwood was born in 1837 in Worcestershire, England. He worked twenty-seven years in the Heath Glass Works in England. In 1867 he came to America and began as a glass cutter in the glass works at Sandwich, where he has since been employed. He was married in 1858 to Jemima Dudley. They have two children: Nehemiah, jr., and Lena.

Ephraim C. Percival, born in 1817, is a son of Timothy, grandson of Benjamin, and great-grandson of John Percival. His mother was Hannah, daughter of Ephraim Crocker. Mr. Percival is a farmer and trader. He was married in 1839 to Eliza A., daughter of Ansel Fish. They have two children: Mercy F. and Horace. He is a member of Barnstable County Agricultural Society and a member of the West Barnstable Congregational church.

Fred. E. Pierce, born in 1859, is a son of David G. Pierce, who was for several years master of a whaling vessel. In 1877 Mr. Pierce came to Sandwich from Falmouth. He was assistant postmaster four years, three years in the grocery business, and four years in a boot and shoe store, prior to November, 1888, when it was destroyed by fire. He is the present proprietor of the East Providence Boot and Shoe Company. He was married in 1882 to Mary T. Bicknell, and they have one son, Frank C. Mr. Pierce is a republican and a member of DeWitt Clinton Lodge, A. F. & A. M.

Ezra T. Pope⁶, born in 1825, is descended from Seth⁸, Lemuel⁴, John³, Seth², Seth Pope¹. His mother was Hannah Tobey. Mr. Pope has been deputy sheriff twenty-two years, was representative in the legislature two years, in 1864 and 1865, and since 1874 he has been messenger and sergeant-at-arms in the state house at Boston. He was married in 1849 to Abigail Gibbs. Their children were: Francis E., Abbie G., Annie T., Augustus R., Ezra T., jr., Seth F., Eugene R., Eben C. and Alice E. Mr. Pope is a republican.

Charles Quinn, son of Michael Quinn, was born in 1827 in Ireland, and came to Massachusetts in 1828. He is a glass blower by trade. He came to Sandwich in 1850, where he worked at his trade until 1877. He has been deputy sheriff and constable since 1880. He was married in 1846 to Susan Darby. They have two sons—George T. and Charles S.

Philip H. Robinson, born in 1823, is a son of Thomas W. and grandson of Josiah Robinson. His mother was Abigail Nye. He is a farmer and has been a member of the legislature two terms, in 1873 and 1874. He was married in 1853 to Sylvia, daughter of Thomas Goodspeed. They have one son, Charles W., who is clerk of the court at Brockton, and was married to Elsie M. Kelley in 1885. Mr. Robinson is a member of East Sandwich Grange, P. of H., and has been deacon of the West Barnstable church for several years.

Sylvanus D. Robinson was born in 1840, in Falmouth. He is a son of Zephaniah and grandson of Zephaniah Robinson. His mother was Nancy Fessenden. He was engaged in whale fishing from 1855 to 1880, the last nine years as master of a vessel. Since 1881 he has been a farmer at East Sandwich. He was married in 1875 to Jessie Marshal, and has one son, Arthur W. Mr. Robinson is a member of East Sandwich Grange, and a member of Marine Lodge, A. F. & A. M.

James Shevlin, born in December, 1838, is a son of Philip and Elizabeth (McParlen) Shevlin. He entered the United States army in July, 1860, serving until July, 1867. He was selectman from March, 1884, until October, 1886, when he resigned to accept the office of postmaster at Sandwich, which position he still holds. He was married January 29, 1875, to Annie, daughter of John and Mary McLaughlin. He is a democrat.

J. Charles Steever was born in 1862 in Troy, New York, from which place he came to Wareham, Mass., where he learned the jeweler's trade. In September, 1884, he came to Sandwich and bought the jewelry business of C. A. Batchelor, and has continued the same since that time. He was married in 1887 to Hattie C., daughter of Rev. D. J. Griffin. They have one son, Charles G.

Edward J. Swann was born in 1842 in England. He is a son of John Swann, and grandson of Ebenezer Swann, both of whom were decorators in England. He came to this country in 1866; and in 1872 he came from New York to Sandwich, where he has been employed at his business of decorating glass and porcelain. He came to Sandwich on the day the great fire in Boston broke out. He was engaged as manager of the decorating department of the Boston and Sandwich Glass Company until the company suspended operations, and has been engaged in the same business on his own account for the past five years. He built one of the finest houses in Sandwich, which he afterward sold. He now owns the Dillingham farm. He has been twice married: first to Emily Lea, of England, and second to Lena Jones, of Barnstable. He has had five daughters by his first wife, and one daughter and one son by his second. He is a member of the Sandwich Congregational church and of DeWitt Clinton Lodge.

George H. Terry, born January 19, 1826, in Dennis, Mass., was for twenty-seven years a sea-faring man. He came to Sandwich in 1876, where he has since lived. His wife, Susan, was born October 18, 1839. Their children are: George R., born February, 1848; Susan E., June 21, 1851; George E., March 7, 1853; Sarah A., January 27, 1855; Meritta, March 7, 1857; Albatina, July 7, 1860; John L., June 1, 1863; Olive P., October 7, 1867; Louis E., June 6, 1869.

Bennett Wing, in 1796, had a wind grist mill at Scorton, which was later moved to South Yarmouth, where it served some years. One of the mill-stones is now in Daniel Wing's door-yard in South Yarmouth.

Eliza G. Wing kept for several years, at East Sandwich, a female school.

Henry Wing, son of John Wing, was born in Sandwich, and passed his life there, principally as a farmer, until his death, May 23, 1869. He was first married to Nancy Tobey, who died leaving two sons: Henry Thomas Wing and John Edward Wing, now in business in New York city. An older son, Samuel Davis Wing, died in infancy. On the 28th of February, 1864, Henry Wing married Elizabeth A. Tobey, his deceased wife's sister, who survives him. These sisters were the children of Thomas A. and Hannah Davis (Cobb) Tobey, whose homestead in Sandwich Elizabeth A. Wing, the widow, now occupies. Mr. and Mrs. Tobey had six children: Nancy, Hannah Davis, Mary Nye, Elizabeth A., Heman, and Henry Davis Tobey.

Joseph Wing, 2d, born in 1849, is a son of Paul, grandson of Gideon, and great-grandson of Paul Wing. His mother is Laura A. (Soule) Wing. Mr. Wing is a farmer. He was married in 1880 to Ada G., daughter of George B. Nye, and has one son, Paul.

Seth B. Wing, born in 1818 in Falmouth, is the youngest son of Joshua, grandson of Presbury, and great-grandson of Joshua Wing. His mother was Beulah Bowerman. Mr. Wing was a teacher for thirty-seven years, and since 1876 has been farming. He was married in 1845 to Cordelia, daughter of Alvin Phinney. They have two sons: Alvin P. and Charles H. Alvin P. was born in 1846. He is a carpenter by trade. He was married in 1872 to Lizzie C. Turner, and has one daughter, Cora M.

Stephen R. Wing, born in 1814, is a son of Samuel and grandson of Paul Wing, whose father was Zacheus Wing. His mother was Ann Rogers. Mr. Wing is a farmer. He was married in 1840 to Elizabeth C., daughter of David and Mary (Sherman) Shove. They have four children living: Alice R., Anna, Asa S. and Stephen R., jr., and have lost three sons. Mr. Wing is a member of the Society of Friends.

Zenas W. Wright, born in 1815, is a son of Joseph, grandson of Luther, and great-grandson of Martin Wright. His mother was Mercy Weeks. Mr. Wright was engaged in whale fishing about thirty-three years, and was master of vessels thirteen years of that time. Since 1865 he has been a farmer. He was married in 1842 to Sarah C., daughter of Edmund Handy. They have eight children: Susan E., Cynthia D., Elnora F., Griselda N., William P., Zenas W., jr., Franklin P. and Joseph E. They have lost two children. Mr. Wright is a member of the West Barnstable church.

CHAPTER XV.

TOWN OF BOURNE.

Trading Post on Monument River.—Indian Hamlets.—Natural Features.—Land Purchases.—Settlement and Early Events.—Formation of the Second Precinct.—Salt Works.—Shipbuilding.—Early Mills.—Ship Canal.—Erection of the Town of Bourne.—Town Affairs.—Churches.—Schools.—The Villages and their Institutions.—Biographical Sketches.

THE territory embraced in the present town of Bourne, having been included for more than two hundred years in the town of Sandwich, the reader will refer to the preceding chapter for a more minute political and civil history of both prior to the separation in 1884. The early settlement and development of villages and communities within the limits of Bourne are regarded as the beginnings of this town, and will so appear as far as the early records are separable. While a careful examination of the proprietors' records of Sandwich reveals the exact location of but few of the earlier settlements of the ancient town, our purpose herein will also be to notice, so far as practicable, those settlers, who, prior to 1700, made homes within the present limits of Bourne. The town can claim that the soil within her borders was first cultivated by Europeans. Colonial history says that in 1622—two years after the landing of the Pilgrims at Plymouth—Governor Bradford visited the little Indian village of Manomet, now long known as Monument.

The subsequent trading post, mentioned more fully at page 26, was attended by Mr. Chandler and Elijah Ellis, and the fields at the north of Mrs. Mary Ann Perry's then waved with the golden maize in its season. In 1635 a tidal wave swept over the Cape on the 15th of August, destroying the trading post and partially filling the river with sand. When the white man came Bourne contained other Indian hamlets beside Manomet. At the south was Pokesit, now Pocasset; and still to the south was Kitteaumut, now Cataumet harbor and vicinity; while north of all these and extending into the adjacent town of Plymouth was Comassakumkanit, containing the seat of the Herring pond Indians.

The surface of the town presents the undulations common to the Cape towns, and has a soil of sandy loam. The ponds are numerous

but small; Herring pond, the largest in this vicinity, being but partially in the town. Mill pond has an area of fifty-seven acres; Deep Bottom pond, thirty-four; Flax, sixty-four; Long pond, twenty-eight; Upper Pocasset, twenty; Lower Pocasset, ten; two Succonesset ponds of twelve acres each; one southwest of Flax, twenty-one; another at South Pocasset of twenty-two; and many smaller ones.

Bourne is the western town of the county, having Plymouth and Wareham, of Bristol county, on the north, Sandwich for its eastern boundary, Falmouth on the south, and Buzzards bay on the west. Bourne neck is a fertile tract of land at the head of Buzzards bay, lying between Cohasset narrows and Monument river, and on which the growing village of Buzzards Bay is situated. Wenaumet neck, with its lighthouse, is an important point, and assists in forming a good harbor for Pocasset in the southern portion of the town; and Scragg's neck—now an island at high water—serves the same purpose for South Pocasset, near the Falmouth line. The smaller bays and inlets of rivers, along the western coast of Bourne, on the greater bay, afford safe anchorage for shipping.

This fifteenth town of the county, and the youngest as a body politic, had early events of an interesting nature. Its fertility and peculiar advantages were early seen, and not many years had elapsed after the first proprietors of the parent town had taken up the land along the bay of Cape Cod, before they looked upon the present territory of Bourne with a longing, which resulted in a petition to the general court for permission to purchase, and assistance in purchasing Manomet. On May 13, 1654, at a special town meeting, the framing of this petition was submitted to Mr. Dillingham, Goodman Tupper, William Newland, Goodman Bourne and Thomas Dexter. That these gentlemen moved immediately in the matter is not shown by the records; but they do show the appointment of Michael Blackwell, in 1670, as agent of the Herring river fishery, showing that at that time the proprietors were in legal possession of the land to and including the river. The records of 1672 say, "Mr. Edm. Freeman Sr., Wm. Swift, Thos. Wing Sr., Michael Blackwell, and Wm. Newland were requested to go forward settling and confirming the township with the sachem of Manomet or any other;" and not until later is mention made of permanent settlers at Monument.

The Perrys, then living at Scusset, were admitted as freemen in the year 1677, and in 1680 they purchased lands along the south bank of the Monument river, where now is the village of Bourne. They have descendants in the town who claim their coming was of much earlier date; but the town records do not substantiate the assertion. The four sons of Ezra Perry—Samuel, Ezra, jr., John and Benjamin—built their cabin here, and many of the people residing at Bourne

have seen the vestiges of this home. Tradition says these four sons of Ezra Perry traded at Herring river, and coming home at night used to shelter themselves behind a large rock near their house and fire three or four bullets through the door, to drive out any lurking Indians who might be secreted there. The rock is large enough to have sheltered many more Perrys, and is to be seen on the premises of Ordello R. Swift, near the flagstaff he erected a few years ago.

The purchase of the south part of Bourne had not yet been made, as on the 18th of May, 1680, "Thos. Dexter, Stephen Skiff, and Thomas Tupper were appointed Agents to buy of the Indians all the undisposed lands that lie between Plymouth, Barnstable, and Suckanessett—all they can buy of the rightful owners." Two selectmen of Plymouth, and William Bassett and Daniel Allen of Sandwich, settled the bounds between this town and Plymouth, April 9, 1701, "beginning at Peaked cliff on the seaside, running to a rock on the westerly side of Herring pond, thence to the little pond below the dwelling house of John Gibbs, jr., thence to a marked pine tree by the fence in the meadow of Benj. Gibbs by the Red Brook, thence by this brook to the bay." In 1706 a further purchase of lands was made by the town, from Zachariah Sias, an Indian: "A tract at Herring river, on the west side of the line run between the town and Indians' lands."

Settlers came rapidly to this part of Sandwich, and Ebenezer Nye, John Smith, Elisha Bourne, John Gibbs, jr., Benjamin Gibbs and others may be recognized as then permanently located in the territory of Bourne. Nor were all the lands of the western part of the town yet purchased of the Indians; for the town, in special town meeting, on February 12, 1708, "granted liberty to Wm. Bassett Jr. to purchase of Wm. Numick Jr., (Indian), other lands lying over against Monamet bay;" and later, in 1716, liberty was voted to Nathan Barber to purchase the remainder of the lands of Numick; then followed a re-survey of the old line and an extension of the line between the towns of Plymouth and Bourne, which was as follows: "Beginning at a white-oak bush on Peaked cliff, marked on four sides, with stones about it; from thence running S. E. 3° to the westerly side of Herring pond abt 2 rods from the mouth of sd pond to a rock; and from said rock to the Wareham line." During the period of time covered by the additions of territory, as mentioned, that part of Herring pond and along Buzzards bay had become the seat of communities. The travel from Plymouth to the Cape became of so much importance that the general court had ordered a road to be laid out from Plymouth to Sandwich; but in 1654 it had not been completed.

In 1684, the main road from Barnstable to Plymouth, through Bourne and Sandwich, was laid out by a jury empaneled by the governor, and is now the County road, as it is known through the Cape.

Another highway was laid out later, which being beyond the memory of man, deserves mention. The proprietors' records say that Josiah Swift and others presented a petition, May 15, 1746, to the selectmen, proposing to build a new road "to be turned round the swamp in the place of the old one that goes through Herring river to Monument." This road was accepted by the town December 31, 1746, but the old one was not to be shut to the public, "if persons put up the bars and shut the gates."

The people of Bourne were intensely interested in a wild scheme for fencing out wolves; and the people of the original town of Sandwich pursued the idea with that persistency which they usually manifested. At a town meeting of Sandwich, held May 27, 1717, "the town manifested a desire to have a fence made as speedily as it can well be done from the Picket cliff over to Waquansett bay to keep off the wolves from coming into this county; and in order to do it that Wm. Bassett, the town clerk, do send to the selectmen of the respective towns of the county that they propose to their respective towns of the county at their next townmeeting to joyn with us in the charge, and to inform them that if they will bear their proportion with us of £500, that we will make a good board fence of more than six foot high, and what the charge is more than that we will bear it."

This scheme was not favorably considered by any other towns except Falmouth, which by vote acceded to it. Then the town's representative was "Instructed to apply to the general court for an act requiring the towns below, in consideration of the great destruction of sheep by wolves, to bear their part of the expense of a fence across the isthmus, sufficient to exclude wolves."

The founders of the present flourishing town of Bourne continued their improvements in roads. On the 19th of May, 1718, the people in town meeting assembled, by vote "did approve of the road that leads through the Herring river so called, and so up to Manomet, allowing as it has been used and accustomed; so likewise ye way yt leads out of that way again over the sd Herring river by the house in which Thomas Jones now dwells and so up to the house of Nathan Bourne in which he now dwells."

The fishing privileges of Herring river have been, and still are controlled by the town, and are a source of profit. The quantity taken from this river exceeds that from any other on the western part of the Cape. Early in the last century the supply of herring so far exceeded the demand for fish food, that the surplus was used to fertilize the fields, and the growing custom of using them in each hill of planted corn was checked in 1718, the town fathers ordering that none should be taken in future to "fish corn." The fisheries of the entire town are now controlled by the selectmen, and this of Herring river is an

important branch. The right of the people to have each family a certain share of herrings is sustained, and the profit beyond this is sold to the highest bidder. For the year 1890 this privilege was sold for one thousand dollars, reserving two barrels for each Indian family, and a barrel for the head of every other family in Bourne or Sandwich, the latter town having a common interest with the former in the herring rights.

This people early had been active in the matters of the church, which by dissensions had become reduced to a small membership, and at the close of Mr. Smith's pastorate, in 1688, James Skiff, Thomas Tupper, Thomas Tobey, Jacob Burge and William Bassett were the only active male members. In 1732 a petition was presented by certain ones "to be released from paying for the support of the minister, and to be set off as a distinct precinct." This request was refused "on the ground that the petitioners are widely scattered and in all make less than 20 families;" and it was voted by the town that "the return of the disaffected is the only way to restore our ancient glory of unity and peace."

Again, in 1744, Ebenezer Wing and twenty-three others of Pocasset and Manomet petitioned to be released from paying to the support of Mr. Fessenden and town schools, which by the vote of the town was refused. The application for a precinct was renewed in 1769, and in 1772 Pocasset was incorporated as the second precinct in Sandwich. These last petitions had been carried to the general court where the prayer of the petitioners was granted. This division was only of the church, but the feeling that ultimately resulted in the division of the parent town and erection of the town of Bourne, existed from this time. In 1797 an ineffectual attempt was made to divide the town, the movers desiring to include Monument, Pocasset and other portions in the new township.

This portion of the parent town had been first in many enterprises of the day not yet mentioned. It raised its portion of the school-master's salary, and at Pocasset and also at Monument the school was kept a proportion of the year. Early in the present century salt was manufactured around Buzzards bay. The last of these extensive manufactories, at Back river, succumbed to the change in affairs about the middle of the century. Ship building was an industry as early as 1800, and was carried on by Captain William Handy, who retired from the seas and engaged in it successfully, establishing a shipyard near his house on Buzzards bay. He sent forth from his own yard the ship *Rebecca*, the brig *Fame*, the schooners *Resolution*, *Nancy*, *Sophronia*, *Love*, *Achsah Parker*; the sloops *Betsey*, *Nancy* and *Deborah*, and other smaller vessels designed for the Long Island Sound trade during the war of 1812. Benjamin Burgess built the brigs *Cordelia* and *Sarah*

Williams at Sagamore, and soon after 1830 he built the schooner *Caroline*, on the knoll by the creek on Watson Freeman's land. Benjamin Burgess and Abner Ellis built the bark *Franklin* for the West India trade here about 1837; and the bark *Lysander* in 1842. Schooners and sloops were built on the banks of the stream below Keith's factory, and the canal is yet visible where they were compelled to cut across an elbow of the stream to float the vessel. Very many of the people of the town have followed the sea as shipmasters.

The superior advantages of Herring river for mill power, early turned the attention of the settlers to the enterprise, and as early as 1695, the proprietors' records, under date of December 17th, say, "the town have granted liberty to Mr. Elisha Bourne to sett up or cause to be sett up a grist mill upon the Herring river, so called, where it may be most convenient, provided it shall not be prejudicial to the herrings going up, and that he that shall keep sd mill shall grind all the corn that he grinds of all sorts for two quarts per bushel." This was cheap grinding, but the site and privilege were granted by the town, and the conditions were undoubtedly very just. This mill for grinding long ago fulfilled its mission; but in 1717 we hear of it again; for permission was given by the town "that a sawmill be sett up somewhere between the grist-mill and Herring pond's mouth, but not to prejudice herring up or down." This was granted to Benjamin Bourne, who built the mill, but he was kept under surveillance by the town officers on account of the herrings. These mills caused much trouble to the herring business and were compelled at times to cease running.

The selectmen of Sandwich, in 1734, ordered "that the mill be stopped from grinding, from 1 of April to May 20, unless Medad Tucker and Samuel Gibbs decide that the course of herring is not obstructed."

The old mills mentioned have made their paragraphs in history, and like their founders belong to the pages of the past. The saw mill site is marked by some of the foundation stones, and but little of the grist mill building remains. The town has no grist mill now, nor do we find that any has been erected during the present century except a wind mill at Pocasset, erected about 1845 by Parker & Dillingham, and that was sold to go to Falmouth after a very few years. The wind mill now at Cataumet was built in Rhode Island and moved to New Bedford, thence about 1853 to Cataumet, by Perry G. Macomber, then proprietor of the Red brook estate, on which it stands, in ruins, since the September gale of 1869.

The proposed ship canal across the Cape, when completed, will be almost wholly within the limits of Bourne. Its course as surveyed is from Scusset harbor, through Sagamore, along the valley in which Bournedale is situated to the village of Bourne, thence to Back River

harbor. The town of Sandwich, within whose limits it then was, gave its consent to this canal in 1801. Other companies prior to the one engaged have accomplished more or less, but all have effected but little compared with the grand whole. The present company has given an earnest of its intentions and ability to prosecute the work by purchasing much valuable property along the surveyed route, and excavating a small portion of the proposed channel.

The vote of 1889 appropriated two thousand dollars for the support of the poor. The other appropriations were: For schools, five thousand dollars; for roads, forty-five hundred dollars; and for other town expenses, fifteen hundred dollars. They also made a liberal provision for the selectmen to have a transcript made of the records of Sandwich, the parent town, by H. G. O. Ellis, which transcript will be deposited with their own.

For over two centuries had the fathers and their living descendants residing in Bourne contributed to the prosperity of the entire town by taxes and expenses, which, in later years, they believed were disproportionate to their relative advantages. This belief only increased the unrest of that portion, and the desire, which we have noticed as existing a century before, for self-government. The lapse of time for two generations had increased the reasons for and strengthened the determination of the people of Bourne to erect a town of their own, and in 1860 steps were again taken in that direction. The opening of the civil war diverting the attention of all concerned, the subject was practically dropped until 1873, when hearings on the petition of Captain Nathaniel Burgess and others for a division of the town of Sandwich, were held before a legislative committee, but the line of division as proposed not being satisfactory, a strong opposition was developed, and the project was defeated. These reverses only strengthened the hope and determination of the people, and they patiently waited until more sure of success. In 1883, a new movement, broader and stronger than previous ones, was inaugurated. The citizens of Pocasset, Monument and North and West Sandwich rallied, determined to have a township by themselves. The first meeting was held in the school house at Monument, December 15, 1883, with Captain Nathaniel Burgess in the chair, and Edward S. Ellis as secretary. After discussing the matter, William A. Nye, Edward S. Ellis, Zadock Wright, Benjamin B. Abbe and Joshua A. Baker were appointed a committee to complete a permanent organization. At the adjourned meeting, held at Welcome Hall, Monument, December 29th, this committee reported the following officers, which were accepted: Ezra C. Howard, Nathaniel Burgess, George I. Briggs, John P. Knowlton, John A. Beckerman and William A. Nye, as an executive committee, with Mr. Howard as chairman and Mr. Nye as secretary; Isaac N. Keith, Nathaniel

Burgess and Benjamin B. Abbe, finance committee; Ebenezer Nye, James T. Handy, M. C. Waterhouse, Joshua H. Baker, John A. Beckerman, Paul C. Gibbs, Nathaniel Burgess, George E. Phinney, George I. Briggs, Isaac Stevens, John G. Wright, Ezra C. Howard, Nathan B. Ellis, John P. Knowlton, Levi Swift and Edward S. Ellis, a general committee.

The vote of the meeting was to accept no line of division except the line between West Sandwich and Sandwich village. Many petitions were sent to the legislature for and against the measure; counsel for both sides, with witnesses, were heard January 24, 1884, before the committee, at the state house, Boston. The territory of the new town and the old was looked over personally by the legislative committee, and the strongest measures were brought to bear by the petitioners and remonstrants. The opposition was led by hope to follow the bill through all its legislative phases, but they were promptly met at every turn by its friends. It was sent to the executive and received his approval April 2, 1884, and the old town of Sandwich was cut in twain. The new town, with an area of over 23,500 acres, and a population of 1,363, including 419 voters, was called Bourne, in honor of the late Hon. Jonathan Bourne, of New Bedford, a native of the town. A meeting for organization and the election of temporary officers was held April 12, 1884, and these officers called the regular town meeting for April 23d.

In May, 1884, the line between the old and new towns, surveyed by Edward S. Ellis and Charles M. Thompson, was approved by the selectmen. The division line "begins at a point on the shore of Barnstable Bay, 8,184 feet southerly from the Plymouth line at Peaked Cliff (so called) running thence S. 13° 53' W. 516 feet to a stone monument; thence on same course 7,138 feet to the N. W. corner of Freeman's Lane (so called), and the location of the Old Colony railroad; thence on same course 127½ feet to a stone monument on the southeasterly side of said Freeman's Lane; thence along said lane S. 44° W. 1,210 feet to a stone monument on the southerly side of the County Road; thence S. 23° 26' W. 17,707 feet to a stone monument on the northerly side of the Pocasset and Sandwich road (so called) at the intersection of Turpentine Road (so called), with said road; thence S. 15° 32' W. 4,068 feet to a stone monument on the easterly side of said Turpentine road, at the junction with the old Turpentine road (so called); thence S. 18° 58' W. 7,547 feet to a stone monument at the southeast corner of the intersection of the Turpentine road and the county road between Pocasset and Snake pond; thence S. 35° 22' W. 7,631 feet to a stone monument at the northwest corner of the intersection of the Turpentine road with the Howard Road (so called); thence on same course 9,553 feet to a stone monument at the Fal-mouth line on the easterly side of the Turpentine road."

The regular town meeting of April 23d elected for town clerk, William A. Nye; for selectmen and overseers of the poor, Ezra C. Howard, David D. Nye and Albert R. Eldridge; for assessors, David D. Nye, Moses C. Waterhouse and John P. Knowlton; for treasurer and collector, Nathan Nye; for superintendent of schools, Levi R. Leavitt.

The officers elected in 1885 were: Ordello R. Swift, town clerk; David D. Nye, Albert R. Eldridge and Jedediah Briggs, selectmen. The selectmen were to also act as assessors and overseers of the poor, and the clerk as treasurer. The same officers were elected for 1886, and for 1887 the same clerk, and Nathan Nye was elected as selectman in place of Jedediah Briggs, the remaining two being re-elected. In the springs of 1888, 1889 and 1890 the town voted the continuation of clerk and selectmen of the previous year, an evidence of capability on their part, and an expression of confidence by their townsmen. The town has, as yet, erected no public buildings. Since it was incorporated, the poor of the town, which in 1889 were only five persons, have been boarded at the poor house of the town of Sandwich.

A division of the taxes was made by the selectmen of the old and new towns on the 23d of July, 1884, by which Bourne had to pay \$1,083.67—\$47.34 more than the old town; and of the county tax, \$655.24—\$28.62 more than Sandwich. On the 24th of December, 1884, the division of debts and property and final settlements were amicably concluded and adjusted between the towns.

CHURCHES.—The people of Bourne, supporting now four churches, seem to realize that their religious duties are as essential to the prosperity of the town as are their educational and civil. Their ability to support separate societies, and their disposition to do so, have been mentioned. An early pastor said of Methodism in the town, that it came early and came to stay. Rev. Jesse Lee preached at Monument as early as 1791; and in 1794, after Joshua Hall, the first preacher stationed here, a class was formed, composed of John Perry and Jemima, his wife; Covell Burgess and Lydia, his wife; John Phinney and Abigail, his wife; Zaccheus Hatch and Ann, his wife; Christian Burgess, Christania Perry, Maria Nye and Anna, her sister, and Phoebe Swift. These thirteen pioneer Methodists have many descendants in Bourne. Joshua Hall was succeeded by Joseph Snelling in 1795, and he by Ephraim Kibby in 1798. Daniel Webb and Reuben Jones were stationed here in 1799, and Joshua Soule in 1800–1; David Bachelor, in 1802–3; Joseph Snelling, in 1804; Moses Currier, in 1805; Nathaniel Elder, 1806; Thomas Asbury, 1807; Joseph Snelling and Joseph Merrill, 1808; Benjamin Lombard, 1809; Stephen Baley, 1810; Aaron Lummis, 1811–12; Stephen Baley, 1813; William Frost and Thomas Peirce, 1814; J. W. Handy and Richard Emory, 1815; Moses

Fifield, 1816; Benjamin Hazleton, 1817-19; Father Edward J. Taylor, 1820; Taylor and Benjamin Brown, Sandwich and Harwich, 1821; F. Upham, 1822; A. D. Sargent, 1823; Jonathan Mayhew, 1824; Erastus Otis and John Hutchinson, Sandwich and Falmouth, 1825; F. Upham, 1826-27; Enoch Bradley and Nathan Spaulding, 1828; Frederick Upham, 1829-30; Steele, Janson, Marsh and Noble, 1831-32; J. B. Bliss and Josiah Litch, 1833; Joseph Barstow, 1834; Philip Crandon, 1835-36; Abraham Holway, 1837; Joseph Brown, 1838; H. Mayo, 1839; Joseph Marsh, 1840-41; Nathan Paine, 1842; Anthony Palmer, 1843; G. W. Brewster, 1844; Heman Perry, 1845; N. Goodrich, 1846-47; W. H. Richards, 1848; D. H. Swinerton, 1849-50; Joseph Macreading, 1851; S. Stebings, 1852; J. B. Hunt, 1853; E. B. Hinckley, 1854; E. S. Stanley, 1855; F. Sears, 1856-58; J. B. Washburn, 1859; George H. Winchester, 1860-61; A. W. Swinerton, 1862-63; G. A. Silversteine, 1864; J. B. Husted, 1865-66; Philo Hawks, 1867-69; C. N. Hinckley, 1870-71; E. S. Fletcher, 1872-74; J. H. Humphrey, 1875-76; E. J. Ayers, 1877; A. L. Dearing, 1878-79; C. N. Hinckley, 1880-82; R. Burns, 1883-85; J. G. Gammons, 1886-88; and J. Q. Adams, 1889.

The Methodists and Congregationalists worshipped in the same house for a time, but jealousies arose and this dual worship ceased. The first Methodist Episcopal church building at Bourne was erected in 1831, Captain Ellis M. Swift being the principal mover; he built the church and received for the thirty-four pews enough to pay him. This house was enlarged at a cost of \$1,218 in 1843, and was owned by individual pew-owners for the next forty years, but in 1883 it was made free. The church society is strong and prosperous.

The Methodists at Sagamore had preaching and meetings until their strength enabled them to organize a society, which was effected by those interested here. A church building was raised July 27, 1828, and dedicated in June, 1829, as the Union Free Church, but has been occupied by the Methodists since, and is now the property of that society. In 1852 the building was remodeled and one row of windows substituted for the two, which improvement gave it a more modern appearance. The society, which is prosperous, built a parsonage in 1865. Preaching was supplied from Sandwich village early, and just when the society commenced with its own settled minister is difficult to decide. The conference records show that in 1848 Rev. Robert M. Hatfield was stationed here, and was followed in 1852 by Rev. Benjamin L. Sayer. Thomas D. Blake came in 1854, and the pulpit was supplied by C. H. Payne of the Sandwich charge in 1857. We next find John H. Cooley here in 1859, who was succeeded by Abel Alton in 1860, by Thomas D. Sleeper in 1862, B. K. Bosworth in 1863, and Franklin Gavitt in 1866. The present church records give for stated ministers: H. B. Cady, appointed in 1871; Philip Crandon, 1873; Asa

N. Bodfish, 1874; C. E. Walker, 1876; H. S. Smith, 1877; A. McCord, 1878; G. H. Butler, 1880; G. H. Lamson, 1882; Robert Clark, 1884; Edward Lyon, 1886; Hugh Copeland, 1888; and E. F. Newell since April, 1889. The church clerk is A. T. Rogers.

The Methodist Episcopal church edifice at Cataumet is historic by its age, and the uses to which it has been put and the changes it has undergone, being in part the one once used as an Indian church at Burying hill, Bournedale. While standing on its former site, Rev. Mr. Tupper was the preacher from 1769, the general court paying him for his services for Christianizing the Indians; but the natives were not disposed to attend divine service, and the edifice was removed in 1779 to its present site. Mr. Tupper died in the year 1796, and was succeeded by Rev. Ebenezer Hinds of the Baptist faith until 1806. The first Methodist clergyman here was Rev. Joseph Snelling, and the building was repaired during his pastorate. The Methodists, under various names, have had the ascendancy since, and have become a strong and prosperous society. From 1822 the society took the name of Reformed Methodist church, and thirteen years later we find the name Methodist Protestant, and under their management the church building was again repaired and the bell placed in the tower. This remained its distinctive title until August 31, 1866, when Rev. Lorenzo D. Johnson accepted the pastorate under Presiding Elder Thomas Ely, and the church was reorganized under its present name.

The pastors have been: Reverends Erastus Otis; Frederick Upham, D.D., now of Fairhaven, Mass.; Levi Nye; Mr. Brown; Pliny Brett, who came in 1822; Joseph Snellings, about 1830; Joseph Eldredge, October 1, 1835; William Tozer; Joseph K. Wallen; David Hill; David Culver; Samuel Chapman; Moses Brown; James Magall, 1852; Richard H. Dorr, 1854; Joshua Hudson, 1857; William Marks, 1859; George Pierson, 1859; Netson W. Britten, 1861; Lorenzo D. Johnson, 1866; Joseph Marsh, 1867; Hopkins D. Cady, 1870; Franklin Sears, 1871; Charles W. Ryder, 1872; Henry F. A. Patterson, 1873; S. W. Coggeshall, D.D., 1874; Richard H. Dorr, 1875; Daniel M. Rogers, 1876; Edward Williams, 1879; Samuel Fox, 1881; Louis M. Flocken, 1888; John H. Buckey, 1889.

The Baptist church at Pocasset, standing on an eminence near the station, was formerly in use at Snake pond, having been taken down in 1838 and removed to Pocasset site. It was enlarged and modernized, and in 1889 moved to a more central location near the railroad station. The society was organized April 9, 1838, as the Baptist Church of Christ, of Pocasset. The original members were: Hezekiah Lumbert, Levi Barlow, Obed Barlow, Solomon N. Barlow, Obed Barlow, jr., Eliab King, Caleb Benson, Elizabeth Barlow, Lucinda Barlow, Eliza-

beth Barlow, jr., Susan Kelley and Polly Benson. Its first deacons were Hezekiah Lumbert and Levi Barlow.

Caleb Benson, the first preacher, was succeeded in 1839 by Alexander Mellen; in 1841 by Nathan Chapman; then by supplies for several years. Henry Coombs was pastor in 1852, and supplies from Middleboro and Providence filled the pulpit for nearly a score of years, as the records of the church indicate. Isaac Alger preached in 1872; Rev. Hickok in 1873; D. Jones in 1876; A. H. Murray, 1878; supplies, 1879 to 1885; Mr. Livermore, 1885; W. W. Hackett, 1887; and W. A. C. Rouse since 1888.

The society is in a prosperous condition and sustains a well organized Sabbath school. Of the thirty-two active members, W. A. Barlow is the present deacon, and Miss Susan H. Barlow, clerk. About fifteen years ago the society purchased of the town the school house of the Pocasset district, and remodeled it into a suitable hall for social meetings and society purposes, standing nearly opposite the present school house.

The Second Congregational church of Sandwich deserves a mention here. It was situated at Bourne village, between the school house and the residence of George I. Briggs, and meetings were held in it by the "town minister," at stated periods, on the Sabbath, for the benefit of the members residing in this western portion of the town. Thirty-three of them organized themselves into a separate society, July 9, 1833, and in 1834 a new edifice was erected, which was destroyed by fire in August, 1862, during a thunder storm, and was not rebuilt.

Two years previous to the formation of this society, they acted independently of the First church, in so far as to establish regular service at this house of worship, and secured the services of many ministers for short periods. Rev. Nathaniel Barker supplied them for a year after their organization, and for six months in 1835, Rev. Daniel Tappan supplied the pulpit. Mr. Tappan's labors being crowned with an abundant harvest to the society, he was ordained its minister late in the year, and continued his labors until July 24, 1838, when for two and one-half years Samuel Colburn ministered. In 1841 Hazael Lucas was installed pastor, and continued until November, 1845. From February, 1846, William Ottinger supplied for two years. From 1848 to the destruction of the church building, in 1862, Reverends Joseph Garland, Ezekiel Dow, Nathaniel Cobb and Levi Little supplied. There are but few of the faith here at present, and no preaching is separately maintained.

SCHOOLS.—The schools of the town did not seem to receive any check by the transfer to new rulers; but, on the contrary, were noticed in the report of December 31, 1884, as greatly improved. Eight districts belonged to this town by the act of 1884, with buildings ap-

praised at \$8,050. L. R. Leavitt, the superintendent, manifested unusual interest during the year in the advancement of every branch, favoring the teachers with an Institute during the autumn, and two meetings for discussion and exchange of experience. For the year ending December 31, 1885, the number of scholars enrolled in the public schools was 277—fifty-four more than the previous year.

The school building at Buzzards Bay was enlarged during the year, at a cost of one thousand dollars, and a high school began September 14, 1885, with thirty pupils, a portion of whom had formerly attended such schools in other towns. The expenditures of the year aggregated \$3,650 for the common, and \$970 for the high school.

The school year of 1886 was still more prosperous, the number of schools aggregating eleven—one high school, two grammar, six mixed and two primary. The high school had so increased in numbers, that the addition of a room for recitation purposes was made in the spring of 1887, in time to commence the spring term; and the employment of an assistant in this department was made imperative by the increase of patronage. The class of graduates for 1887 gave proof of the earnest application of the pupils, and the faithfulness of the teachers and school officers. This school, that three years before was deemed so doubtful an experiment by some, was now acknowledged of inestimable worth. The elevation of the standard in attendance is always an indication of advancement and improvement. The supply of maps and other apparatus had been without stint, and the study of the science of physiology had at once been commenced, in obedience to the law of 1885, and the best advice of the highest educators.

The liberal policy of the citizens in their school management had commenced a return of that reward due them for their wisdom. The legislature in its May session of 1888 distributed among the towns of the state \$40,000 for the support of schools, under certain conditions; and the town of Bourne had become entitled to a liberal share. The appropriation for schools for 1889 was much in excess of the first year of the town; and the most excellent care bestowed by these citizens upon this important foundation, will result in a most beautiful and glorious temple. There are still eight districts—one at Cataumet, one each at Pocasset, Monument Beach, Bourne, Buzzards Bay, Head of the bay, Bournedale, and Sagamore, besides high and grammar schools, the entire system employing twelve teachers.

VILLAGES.—The present small villages of the town are the natural outgrowth of convenient places for post offices or stores while the communities were removed several miles from a greater centre. It has several of these, but Bourne (formerly Monument) has been chosen as the location of its office for the clerk and meetings of the selectmen. It is a pleasant village on the Monument river and con-

tains some very pretty residences. The Perrys were the first settlers, as has been mentioned, and had stores here at an early date. Caleb Perry, grandfather of Mrs. Hiram Crowell, kept a small grocery store here, as early as 1810, on the knoll south of the river. About 1824 Elisha Perry built a house where Persia B. Harmon resides, and in a lean-to he had a store. Charles Proctor succeeded him, and in turn was followed by James Ellis, who came across to the north side of the river and engaged with Ellis M. Swift a short time. In 1847, when the Old Colony railroad made its advent into Bourne, Ellis M. Swift built a store next to the track, north side, where he continued the business until it was burned in January, 1854. The store was then rebuilt by Mr. Swift on its present site, and has been owned successively by him and his sons—William R., Seth B., Abram F. and Ordello R. Abram F. Swift built the store he now occupies, adjoining the depot, in November, 1877, to which he removed, Ordello occupying the former until 1888, when he was succeeded by F. C. Eldridge.

Monument post office was established here February 5, 1828, the mail being received from horseback riders until 1832, when a stage line was established. Elisha Perry was the first postmaster, with the office at his store. The office was kept by those succeeding him in the store, until James S. Ellis was appointed, September 23, 1845. Ellis M. Swift was appointed September 7, 1849, and removed it to the store across the river. Erastus O. Parker received the office on June 7, 1853, at the depot, where it was kept until 1872. Abram F. Swift, the present incumbent, was then appointed, and removed it to his store. The office in 1884 took the name of the new town.

The only lumber yard of the town is kept here by A. R. Eldridge. It was started in 1877 by Mr. Eldridge, and is along a wharf of the Monument river. Lumber and shingles are mostly brought from Maine, around the Cape, up Buzzards bay to the yard. The only public building is Welcome Hall, the property of a stock company of many members. Its erection, late in the year 1884, is largely due to the energy of Moses C. Waterhouse. It is situated on the south bank of the river, and is used by the town for occasional town meetings.

Ellis M. Swift was the first agent here for the Old Colony company in 1847, and was succeeded in 1853 by Erastus O. Parker, who moved to Buzzards Bay in 1872; then Abram F. Swift became agent. Late in the year 1877 the present station was erected on the site of the former.

Buzzards Bay is pleasantly situated on Bourne neck. It is the junction of the Woods Holl branch with the Cape Cod division of the Old Colony, and has advantages which could render it the first village in the town. This village site was originally the home farm of the Bournes, and from the home farm of Benjamin F. Bourne, deceased,

the present lots were laid out. This gentleman had a store at his residence in 1807. It now contains over thirty residences, and the town meetings for elections and public business are held here. The first store here was opened in 1873, by Isaac Small, jr., which he occupied until it was burned, January 25, 1889. For four years previous to its burning, a store had been kept by David H. Baker. In March, 1889, Baker sold to Mr. Small, who is now the only merchant here. About 1875 he was appointed postmaster, which position he has since held, the office in its location following the changes of his store, and in its name that of the station in 1880.

Prior to the completion of the Woods Holl branch, Cohasset Narrows was a flag station, but in 1872 it became one of the most important on the Capè. The present depot was built the same year, and C. S. Bassett was appointed agent.

There were no hotels here until 1872, when Erastus O. Parker built the Parker House, just north of the depot, and has since been its host. The same year Dr. John Garfield erected a hotel, the Monamet House, of which he was host two years, and was succeeded by L. H. Baker, R. P. Collins, and Mrs. Grey; and by Wesley B. Pierce for the last five years prior to 1889.

The Buzzards Bay citizens resolved to have a hall for their own and public use, and a stock company of one hundred shares at ten dollars each was decided upon. The stock was taken and on the 15th of April, 1879, the organization was perfected. The building, called Franklin Hall, is a wooden structure situated near the station.

Pocasset village is $3\frac{1}{2}$ miles south of the village of Buzzards Bay, and in the history of the town the locality is of much importance from its early settlement and prominence in the affairs of the old town of Sandwich. The name is a corruption of the Indian name Poughkeeste, and later Pokesit. Barlow's river runs southwesterly through this beautiful section into the bay, where a fine harbor is formed by Wenaumet neck on the north and Scragg's on the south. Red brook connects Handy's pond with the same harbor. Scragg's neck was formerly the property of the first parish of Sandwich, over which there was a controversy when Pocasset was instituted as a second parish. The name of the post office is Pocasset, although the name of the station was changed April 1, 1888, to Wenaumet—a name which, in time, the village of Pocasset will naturally assume.

The oldest industry here is the furnace and works on Barlow's river, which were built as a blast furnace in 1822 by Hercules Weston. It was sold in 1832 to Rufus Kendrick and John A. McGraw of Boston, and Branch Harlow of Middleboro, who continued the business as the Pocasset Iron Company. Its furnaces were altered and stoves, kettles and hollow ware of various kinds were manufactured. Howard Perry

purchased the property and it was burned during his ownership; but was at once rebuilt and passed into the hands of Blackwell & Burr of New York city, who, after an active business of several years, closed it in 1855. The first fancy top and bottom for an air-tight stove was cast at this furnace, Charles H. Nye making the patterns during his seventeen years of service as foreman of the works. It is just to mention that the merit of the products of this foundry has not been entirely superseded by the rapid progress of the age, for its wares are still in use; William Hewins, of Falmouth, now has a stove of the pattern mentioned in use in his parlor. The foundry was sold in 1880 to Henry S. Sterling, and was again burned in 1881. He rebuilt it, and upon his death in 1882 it passed to the ownership of the Tahanto Manufacturing Company, who changed its manufacture to fancy castings. The Tobey Island Club purchased the premises and business, in 1888, and leased to Mr. Jameson, who is making ornamental articles of late devices, including bric-a-brac, bas-relief in bronze, statuary and plaques. A store was opened here during Mr. Perry's ownership of the furnace, and was practically a company store, conducted by George W. Ellis & Co., until the close of the furnace about 1855. Asa Raymond opened a store in 1844, which he has since successfully managed in an addition to his residence. Jesse Barlow has had a store since 1887 at the residence of Dea. W. A. Barlow.

A post office was opened here February 6, 1828, with Hercules Weston postmaster, succeeded April 16, 1834, by Howard Perry. Zebedee Green was appointed August 12, 1859, and was in turn succeeded in 1862 by Asa Raymond at his store. Elisha H. Burgess was made postmaster April 1, 1888, and has the office at his store, where he has been in mercantile business eight years.

Cataumet, or South Pocasset, as formerly known, is a mile to the south of Wenaumet station, on the Woods Holl branch of the railroad and on Red Brook harbor, in whose waters are found an ample supply of fish, giving employment to many of its citizens. The change of its post office April 1, 1888, to the name of Cataumet (from the harbor at the southwest) and the naming of the station also, has entirely obliterated the old name. It is a pleasant little summer village enjoying all the facilities of land and sea. At an early day the stage line from Sandwich to Falmouth brought this vicinity in communication with the outer world, but from 1870 to the establishing of a post office, their mail was supplied by Asa Raymond in his daily rounds. Alden P. Davis has been postmaster since the office was opened in 1884, and has been the station agent since 1885. David Dimmick kept tavern here many years where his grandson Frederick now keeps the Bay View House. This community was favored with a store prior to 1872 by Sylvanus E. Handy, succeeded by Alonzo S. Landers, who



RESIDENCE OF WILLIAM A. NYE,
Bournedale, Mass.

built anew, and in 1888 sold to the present merchant, A. P. Davis, who erected a fine new store in 1889. Another little store has been kept here for the past five years by Reuben P. Lawrence. The oyster and fishing business is here, as elsewhere along the bay, a profitable industry, engaging many persons, the most prominent of whom we mention elsewhere.

Monument Beach is a summer resort between Buzzards Bay and Wenaumet station on the Woods Holl branch, and is now increasing in growth and importance more rapidly than any other village in Bourne. Its long rows of pretty residences, as seen from the bay or passing train, create within the traveler a desire to enjoy its loveliness. It has summer hotels and every convenience for recreation. It overlooks Back River harbor, with Tobey's island nestling in the bay opposite, and is one of the most picturesque spots along the bay coast of Bourne. Perez H. Phinney, who was made postmaster in 1878, keeping the office in a suitable building across the track from the depot, also fills the position of station agent. The growing importance of this romantic spot induced David H. Baker to erect a convenient building and open a store in the spring of 1889. There are many retired shipmasters here, enjoying the fruits of their perilous labors, concerning whom, as well as other prominent seafaring men, oyster men and artisans of the town, individual mention will be made in other sections of this work.

Bournedale, formerly called North Sandwich, is pleasantly situated in the north part of the town, in a valley through which the ship canal is surveyed. Burying hill, now the property of Francis H. Ellis, is here—a round, high knob of land which was the burial place of the Herring Pond Indians when the whites first came, and has been since the memory of the present residents, by whom no use of the hill has been made. Upon a plateau on its southern slope is the site of the church which was removed to the south part of the town, and at the base of the hill is the never-failing "Meeting-house spring." A flagstaff and seats crown the hill, and its commanding view leads the pleasure seeker and antiquarian to the summit. The fish house of the town is located here, on Herring river, and is so constructed that the herring must pass through the narrowest possible limit for the stream, under the house, at which point large quantities are taken for food and bait. Just above, are the remains of the old grist mill of 1695, surrounded by a dam from which much important machinery has been propelled.

In 1821 a trip-hammer and axe factory was erected west of the old mill, of which the flume only remains. Prior to 1830 Thomas Swift and Mr. Fox built an addition to the old grist mill, which was used for manufacturing purposes, but was taken down. About 1836 the busi-

ness of the nail manufactory, near by, required more room and other facilities, when E. Ellis & Co. erected the present building, leaving a portion of the old mill on the east. Deming Jarvis was the successor of Ellis & Co. He cut staves for the Boston and Sandwich Glass Company and ran a saw mill until 1870. The only machinery now driven by the wheel is that belonging to the axe factory of Seth W. Holway, and the new drill factory erected in 1890 by William A. Nye.

The buildings and works of the Howard Foundry Company are just below Burying hill. This is the most important industry of this little village. Ephraim Ellis and Isaac Bent, in 1831, erected here suitable buildings on the river, where iron was rolled into plates and cut into nails. Ten cutting machines were used and many hands employed. N. Bourne Ellis purchased the interest of Mr. Bent in 1834 and this branch of industry was continued under the firm name of E. Ellis & Co. until 1838. The advent of puddled iron and the financial condition of the country after the trying ordeal of 1837 rendering the business unprofitable, the works were closed. Deming Jarvis and Clark Hoxie purchased the plant in 1840, converting it into a machine shop and foundry. Buildings was added to the north and south sides of the original building, and prior to 1850 the north building was burned, the evidences of which are still visible. The foundry was idle for a term of years and about 1870 was purchased by Ezra C. Howard, who continued it as a foundry, casting for cars and machinery. William A. Nye, who had been with his uncle, Mr. Howard, since 1871, leased the property May 1, 1884, and became its owner in 1885. Several competent workmen are constantly employed by Mr. Nye, who supplies the Keith Manufacturing Company, and large manufactories at Wareham with various necessary castings.

Of a necessity a post office was established here and we hear of Mason White as postmaster in 1837, receiving mail from Sandwich, succeeded by Nathan B. Gibbs, July 22, 1845. When the railroad came in 1847, Charles Bourne was appointed station agent, and in April, 1849, as postmaster, which positions were filled by him and his daughter Lucy until a few years ago. William A. Nye and Edward S. Ellis served a short time each and the present incumbent, Frederick A. Boswell, in 1884 assumed the care of both.

Before the term of Mason White as postmaster, this part of the town, according to the government records, was supplied by mail from an office called Buzzards Bay, which was established here February 7, 1831, with Henry Gibbs, postmaster. He was succeeded in March of the same year by Bethuel Bourne, who held the office until its name was changed to North Sandwich, July 11, 1837.

Sagamore, the flourishing village formerly known as West Sand-



RESIDENCE OF HON. ISAAC N. KEITH,
Sagamore, Mass.

wich, is on the line of the proposed canal, and has one of the tributaries of Scusset harbor to afford power for manufacturing purposes. It contains about sixty residences and business places, and is one of the prettiest rural villages of the town. Nearly all the site on which it is built was once the farm of the pioneer Thomas Burgess, who lived just east of the village on the north side of the present county road and opposite the present residence of John P. Knowlton. A depression in the old orchard marks the spot where, in 1637, he built his residence.

This point was early a favorite resort for fishermen, and in 1695 the resort called "Tom Swift's" was famous. He was allowed by the selectmen to keep an ordinary, and that implied the right to keep everything but dry goods.

The most important enterprise here is the Keith manufacturing works, for the building of freight cars of the box and flat pattern. The Old Colony, the Boston & Maine, and other roads use the cars manufactured here. This business is the outgrowth of a shop for a wheelwright and blacksmithing business, erected in 1829, by Isaac Keith, father of the present owner, on the dam adjoining the building that contains the present engine and machinery. This led to a machine shop and forge in which, in 1849, a large business was done manufacturing tools for use in the California mines. Hiram T. Keith, in 1861, became a partner with the father, and in 1867 Isaac N. Keith became interested, and they purchased the business, in 1869, of the father, who died in 1870. In 1882 Isaac N. Keith became sole owner and proprietor, and in 1887 added the buildings at the north—the workshop 56 by 120 feet and the paint shop 40 by 175—all covered with a strong truss roof of the Monitor pattern. In the various buildings fifty experienced men find employment. The requisite power has increased with the works and is now supplied from an eighty horse power engine. The lathes, planers, trip-hammers and other machinery are of the latest and best manufacture, indicative of the superior work of the plant. Mr. Keith, whose time has been recently absorbed by legislative and other duties, has an efficient foreman in B. F. Bray.

Stores were kept here early, and in those days store and post office were generally together. We find Benjamin Burgess engaged in a store where Hiram Crowell lives soon after the war of 1812. Here was kept the post office established January 1, 1825, and receiving mail by the Plymouth stage. Isaac Keith was made postmaster November 17, 1836, purchasing the business of Mr. Burgess, and continued the post office there. Charles H. Burgess was appointed postmaster September 26, 1840, and also took the business. He was succeeded in the store by Asa Besse, who after a few years moved

away. Later Hiram Crowell started store again where Benjamin Burgess had kept, but after a few years discontinued. Paul Crowell also had a store quite early, and continued until his death. Levi Swift opened a store in the old school house by the Methodist Episcopal church soon after 1870. In 1885 he sold to N. H. Knowlton, who moved to the present store near the depot. Mr. Knowlton sold to B. B. Abbe & Co. in 1888, and they to the present firm of Crosby Bros. & Co. in June, 1889.

The post office on May 9, 1853, was put in the care of Isaac Keith, who was postmaster and agent of the railroad company until his death in 1870, when Isaac N. Keith was appointed postmaster and station agent, which offices he nominally continues. The present fine depot, which is also the office of Isaac N. Keith, was erected in 1887.

Liberty Hall was erected in 1879, and has a seating capacity of 250. The building committee was Nathan Nye, Hiram Crowell, I. N. Keith, H. T. Keith, J. P. Knowlton, Seth F. Swift, William R. Gibbs and B. B. Abbe.

BIOGRAPHICAL SKETCHES.

Benjamin B. Abbe, born in 1841 in Boston, is a son of Alanson Abbe. His mother was Hepzibah, daughter of Benjamin Burgess, who was born in 1778, and died in 1864. He was a son of Elisha and Hannah (Nye) Burgess, and was a merchant in Boston from 1816 until his death. Mr. Abbe was brought up by his grandfather Burgess, his mother having died when he was a babe. He has been a permanent resident of Sagamore since 1864. He was married in 1863 to Emma, daughter of William Burgess. Their children are: Benjamin B., jr., Frank G. and Mary E. Mr. Abbe owns some of the real estate which was bought by Thomas Burgess in 1637, and which has continued in the family since that time.

Abbott L. Aldrich, son of Wellington Aldrich, was born in 1849 in Dover, N. H. He bought the Red Brook property and Red Brook wharf at Cataumet in 1885, and in April, 1889, he came to make his permanent residence here. He was in a restaurant in Boston seven years. He was an actor for nine years when a young man. He was married in 1877 to Mary C. Abbott. They have three sons.

Herbert C. Ames, the youngest son of Cephas I. Ames, was born in 1855 in Barnstable, and is a carpenter by trade. He was married in 1880 to Mattie, daughter of William Ellis. They have two daughters.

Laureston E. Ames, born in 1839 at Nantucket, is also a son of Cephas I. and grandson of Isaac Ames. His mother was Rhoda H., daughter of Samuel Nickerson. He was at sea from 1851 to 1869. He came to Buzzards Bay in 1873, where he has been engaged with

the Old Colony Railroad Company since that time. He was married in 1860 to Ann Herring. Their children are: Elmer E., Cephas E. and Geneva E. One daughter died.

Nathaniel Atwood, born in Wellfleet, is a son of Eleazer and grandson of Nathaniel, whose father was Eleazer. His mother was Betsey D. Harding, who was the mother of fifteen children, of whom nine are living. Mr. Atwood came to Buzzards Bay in 1877, where he has since been engaged in the oyster business. His wife was Louisa A. Newcomb.

Zamira J. Avery, born in 1849, is a son of Gilbert E. and Reliance (Taylor) Avery, grandson of John, and great-grandson of Joshua Avery. He is a moulder by trade, but since 1886 he has been engaged in the meat business at Pocasset. He was married in 1871 to Deborah F. Adams, who died in 1877. He was married in 1878 to Sarah F. Pulsifer. They have two sons: Watson E. and Francis B.

David H. Baker, born in 1833 in Dennis, is a son of Hiram and grandson of Zenas Baker. His mother was Rebecca, daughter of David Howes. He was at sea fifteen years. In 1868 he came from Dennis to Bourne, where he was a farmer for eighteen years, when he sold his place for a club house, and he has been a merchant since that time. He was married in 1855 to Amanda M. Bassett, who died in 1887, leaving five children.

Joshua H. Baker, born in 1842 in West Dennis, is a son of Hiram and Rebecca (Howes) Baker. He was a seafaring man until 1867, when he came to the town of Bourne, and since 1875, has lived at Buzzards Bay. He was appointed justice of the peace in 1885. He was married in 1875 to Alice F., daughter of Oliver C. Wing. Their two children are: Lila May and J. Arthur.

Captain George W. Bacon, son of Owen and grandson of Jabez Bacon, was born in Hyannis in 1825. His mother was Abigail (Burse) Bacon. He was master of vessels most of the time from 1847 to 1886. During his early seafaring life he shipped in sailing vessels, and was captain at the age of twenty-two. In 1861 he began steamshipping for United States transports, and later was coast pilot from the Brooklyn navy yard. He was on several ships, including the *Colorado*, the *Despatch*, the *Wabash*, and the monitor, *Dictator*, in which he went from New York to Key West in February, 1869. In the convoy with the monitor was the *Juniata*, man of war. A heavy gale was encountered off Savannah and the *Juniata* put in to Tiba Roads, Savannah. The captain telegraphed to Washington that she had lost the monitor. He received a telegram to return, saying that the monitor had arrived in Key West all right, and ordering the captain of the *Juniata* to proceed there with all haste and report to the captain of the monitor. Captain Bacon returned to New York, and most of the time since has been employed

by the Reading Steamship Company. He retired in 1886. He was first married to Sarah A. Burse, who died in 1880, leaving three children: Sarah, Rose and George W., jr. He was married October 10, 1883, to Hannah P., daughter of Allen Bourne.

Jesse B. Barlow, born in 1838, is the eldest son of Jesse and a grandson of Jesse Barlow, who came to Pocasset from Newport, R. I., when a lad, and married Polly Godfrey. They raised four children, of whom three sons are living—one in the West, and Jesse and William A., in Pocasset. His mother was Maria Ellis. Mr. Barlow has been a sailor since 1847, and has had charge of vessels since 1862. He was married in 1858 to Susan H., daughter of Frederick Westgate. They have three children: Zetta F., Jesse F. and Flora M.

Edward W. Barlow, youngest brother of Jesse B., was born in 1856. He has been at sea for the last fifteen years, and master of a vessel since 1879. He was married in 1878 to Elizabeth Wright. Their children are: Frank E., Susan, Sarah M. and Alden W. He is a member of Marine Lodge, A. F. & A. M., of Falmouth.

Captain George F. Bauldry, son of Samuel Bauldry, was born in England in 1824. He was at sea from 1836 until 1888, and was for several years a most successful whaling captain, sailing from New Bedford. He died September 25, 1889, at his home in Bourne. He was married in 1853 to Nancy E. Berry, who, with three children—George L., Ella E. and Lyman C.—survives him.

Everett E. Berry, born in 1861, is a son of Gideon and Sabra A. (Eldridge) Berry. In 1878 he began work for the Old Colony Railroad Company (Woods Holl Branch), and since 1885 has been a conductor. He was married in 1884 to Ella Brown, and has two sons and one daughter. He is a member of Woods Holl Lodge, Knights of Honor.

Edwin A. Blackwell, born in 1846, is the eldest son of Edwin H. Blackwell. His mother was Sarah, daughter of Gershom Ellis. Mr. Blackwell is a contractor and builder and also does some architectural work. He was married in December, 1880, to Abbie G. Walker. They have two children: Agnes P. and Otto B.

Elliott B. Blackwell, born in 1852, is a son of Captain Henry S. and Mary (Ellis) Blackwell and a grandson of John and Hannah (Swain) Blackwell. He is one of seven children, of whom only he and his sister, Mary A., are living. He has been a carpenter for several years. He was married in November, 1888, to Susan F. Douglass.

Ellis H. Blackwell, born in 1839, is a son of Ellis and Lydia (Perry) Blackwell, grandson of John and great-grandson of Patrick Blackwell. From boyhood until 1874 he was engaged in coasting and sailing, with the exception of a few years spent in California



B. F. Bourne

and Montana. Since 1874 he has been in the oyster business. He was married in 1871 to Rowena A., daughter of Stephen Cahoon.

BENJAMIN FRANKLIN BOURNE.—On that beautiful slope of land at the head of Buzzards bay, in Bourne, in its rich landscape of land and sea, stands the ancestral mansion in which the honored subject of this sketch was born February 25, 1816. He was a scion of that family tree from Puritan stock transplanted by Sir Richard Bourne, into Sandwich in 1637, and the fruits of whose branches have been cast in their golden harvest over this portion of Barnstable county. In this particular branch the male line of eldest sons were: Sir Richard, Job, Timothy, Timothy, Dr. Benjamin, Esquire Benjamin and Benjamin F. Bourne, who died of typhoid pneumonia at this home February 11, 1874, after an illness of twelve days. The life of this just and active citizen was replete with incident and usefulness. His boyhood was passed on the home farm and in the district school until his attendance at Wilbraham Academy in his eighteenth year. His adventurous disposition induced him when nineteen years old to ship from New York city on his first voyage, and he followed the sea more or less until his marriage, September 1, 1846, to Miss Elizabeth Lincoln, a descendant of Captain Rufus Lincoln, of Wareham, and of revolutionary fame.

The newly discovered gold fields of California offered such inducements, that a company of twenty-five men in the winter of 1848-9 chartered the schooner *John Allyne*, with A. Brownell, captain, and Benjamin F. Bourne as mate and sailing master, and left New Bedford, February 13, 1849, for this then far-off land. The incident dangers of doubling Cape Horn induced the company to attempt the passage of the Straits of Magellan. On the first of May, Mr. Bourne and three companions went ashore to purchase fresh provisions and were captured by the savages of Patagonia—a race of cannibals—who retained him for a ransom of rum and tobacco. By the treachery of the natives he was compelled to remain a prisoner, enduring hunger and hardships that would have proved fatal to ordinary powers. He effected his escape after ninety-seven days of horror and suffering, and was enabled by the kindness of ship captains to complete his voyage to the golden land. His trials for three years fill an interesting volume written by himself and which passed through two editions that his many friends could each possess a copy. The government sent the sloop of war *Vandalia* to rescue him, but he had escaped. After his return home and restoration to comparative health, he, with Mr. DeWitt of Albany, N. Y., had a fine brig built on Long Island, and he continued coasting until 1857, when he retired to till the paternal acres of the homestead. His father, Benjamin Bourne, Esq., after a long and useful life as a legislator and selectman, died December 21, 1863, in this same home erected by him in 1807; and the surround-

ing estate fell to the care of Benjamin F. The residence had been erected to face the ship canal, looking south; but a general remodeling was given the house, only leaving two large rooms as reminders of the past.

In his retirement and the cares of his estate, Mr. Bourne did not seek official honors, although he was often pressed by his many friends to serve in various capacities, which he invariably refused. His quiet, firm judgment gave him strength in counsel and action, and his advice and presence were sought after on all important occasions. His name and support to any measure was an earnest of its justice and success, and because he insisted upon certain benefits for the western part of the town (now Bourne) the people of Sandwich village gave him the name of "Dictator." He foresaw the ultimate division of the old town and the growing importance of resorts and village lots at Buzzards Bay, and at the time of his death he was actively engaged in dividing and plotting into lots that portion of his estate, now the site of that growing village. His funeral was largely attended February 16, 1874, by friends from abroad, and the newspapers of the cities of the Commonwealth, as well as of the county, teemed with eulogies and descriptions of his useful and remarkable career, in a life, which was shortened, undoubtedly, by his early hardships. Surviving him, besides his widow, are the children—Lizzie Lincoln, who married Fred. O. Smith; Annie DeWitt, widow of Joshua Handy, deceased; and Benjamin F. Bourne, the only surviving male representative of this line, the eldest born, William H. DeWitt, being deceased. The surviving children reside with the mother on the home estate, except Mrs. Smith, who lives near by. The children of Fred. O. Smith, who married Lizzie Lincoln Bourne October 8, 1873, are: Frederick F., Lottie I., Daniel DeWitt, Kate M. and Edith L. Mr. Smith is not only a civil engineer, but a contractor and builder; and the son, Benjamin F. Bourne, has the care of the estate. The children of Mrs. Annie Handy are: Richard Clifton and Edith Florence Handy. The life and character of Benjamin F. Bourne, deceased, are marked by those characteristics that led his ancestors to Christianize the natives; and his practical Christian principles in public and individual affairs has left to his memory a more enduring monument than that erected in the private ground of the estate.

Jerome L. Bourne, born in 1848, is a son of Joshua and Mary Ann (Cady) Bourne, and grandson of Jonathan Bourne. He was a sailor for fourteen years, but since 1881 he has been a painter. He was married in 1873 to Emma, daughter of George T. and Hannah S. (Bourne) Gray. They have three children: Austin G., Ralph W. and Rebecca A. Mr. Bourne is a member of the Bourne Methodist Episcopal church, and is trustee and steward of the same.

Samuel Bourne is a son of Nathan and grandson of Samuel Bourne. His mother was Hannah, daughter of Moses and Rebecca Swift. Mr. Bourne's great-grandfather, Elisha Bourne, was an early settler from England. He was a tory during the revolution and on that account had to flee from his home and hid away in woods owned by himself for some months. He afterward went to Connecticut and remained till peace was declared, but lost much of his property by so doing. He was an officer under King George and took the oath of allegiance just before the war broke out. Two years before the war broke out he sent to England and purchased a clock for eighty dollars, which is now owned by Mr. Samuel Bourne and is 117 years old. Mr. Samuel Bourne followed the sea until about ten years ago, and since then has been a farmer. He was married in February, 1853, to Mary G., daughter of Lewis and Rachel Perry' (Solomon^o, Timothy^o, Timothy⁴, John³, Ezra², John Perry¹). Their two sons living are Charles E. and Nathan L. Ansel, deceased, left three sons: John, Chester and Charles.

Benjamin F. Bray was born in 1847 in South Yarmouth. He is the only living child of Benjamin, and he a son of Eben Bray. His mother was Olive Crowell. He entered the employ of Keith Manufacturing Company at Sagamore, in December, 1881, took charge of works at Hyannis in October, 1882, and in August, 1884, returned to Sagamore and took charge of the works there. He was married in 1871 to Clara L. Robbins. They have had three sons: Alexander F., Frank O. and Winsor E., the eldest of whom was drowned June 21, 1889.

George I. Briggs was born in Wareham November 3, 1843, and is the son of Jedediah and Mercy (Bodfish) Briggs. Educated in the Wareham schools he went to sea at a very early age and entered the navy in 1861, where he served as quartermaster during the rebellion on the Southern coast, and was often under fire, being on several boat occasions one of the few who escaped alive. He married, in 1872, Thirza Ayer Keen, and has one daughter. He is a member of Charles Chipman Post, G. A. R., Sandwich, has been some five years on the school committee, and is in many ways a driving, useful citizen in the town of Bourne, which he lent a strong hand to incorporate and organize.

Aaron L. Burgess, son of Perez and grandson of Covell Burgess, was born in 1811, and is a blacksmith. He has worked at the trade at Cataumet about fifty years. He was married in 1834 to Mary S., daughter of John Bourne. They have one daughter, Mary E., who married Anthony Little in 1868, and has one daughter, Hattie M.

Charles H. Burgess 2d, born in 1830, is a son of Covell and grandson of Covell Burgess. His mother was Loraina Swift. He was an iron moulder by trade. In 1862 he obtained a patent on a furnace water door, and since that time he has been engaged with the invention,

which is now in general use. He has been a member of the school board about twenty years, and superintendent for the last three years, and has also been justice of the peace. He was married in 1855 to Helen M., daughter of George Atkins. They have one daughter, Helen M.

Elisha H. Burgess, born in 1836, is the youngest son of Jabez and a grandson of Covell Burgess. His mother was Rebecca Bassett. He is a machinist and worked at that trade about six years. He has kept a grocery store at Pocasset since April, 1881. In March, 1888, he moved his store to where it now stands, and since April 1, 1888, he has been postmaster. He served two years in the war of the rebellion in Company D, Twenty-fourth Massachusetts Infantry. His wife, deceased, was Ellen Jaquith, who left two daughters: Christina A. and Mary E.

CAPTAIN NATHANIEL BURGESS.—Doctor Savage says of Thomas Burgess, one of the first settlers of the plantation of Sandwich, "He was a chief man of them." We safely write that none of his descendants in Cape Cod more worthily bears the name to-day than Captain Nathaniel Burgess of Bourne. He represents the seventh generation of the family, the male line of descent being Thomas, John, Samuel, Thomas, Nathaniel, Nathaniel and Captain Nathaniel. The Captain's father was born in that part of Sandwich now Bourne, May 15, 1779, and married Peggy, daughter of Peter Cammett of Barnstable, November 27, 1806. He died April 27, 1853, aged seventy-four, surviving his wife of sixty-seven by only a few days. Their children were: Watson, Nathaniel, Catharine, Hunnewell, Robert W., Malvina and Rosilla E.

Of these eight children the only survivor is the second, Captain Nathaniel Burgess, who was born at Pocasset, February 11, 1812, where his boyhood was passed in work upon his father's farm, with very few advantages for school. At the age of fifteen he went in a whaling vessel, and his proficiency secured him the appointment of mate in the whaler *Robert Edwards* of New Bedford, at the age of twenty-two, and that of captain at the age of twenty-six. This position he successfully filled for eighteen years, and became known as one of the most capable shipmasters; one voyage of twenty-eight months yielded \$100,000 worth of oil to the owners, and another \$80,000. Not only as a skilled navigator, but as a capable manager of men, Captain Burgess has an enviable reputation. He regards the control of the crew as the most difficult of the master's duties. His last crew represented nine nationalities. His voyages were chiefly in the Pacific, with a few in the Arctic seas, and at the age of forty-two he retired with a competence.

The captain has his share of perils and trials to relate to posterity, and remembers with gratitude one voyage to the Arctic seas, on which



Nathaniel Burgess

his wife and two children accompanied him, she being the first captain's wife on the Cape to undertake such a voyage. They were embayed twelve days in a mass of ice, and the bank around the vessel shut out a view of the surroundings. His anxiety was the need of fresh water, as the necessary supply seemed uncertain. The men went out and at no great distance found a basin or pond of beautiful water in the field of ice, from which they filled and stored about one hundred barrels before the ship was loosed. The captain graphically describes the scene of endless ice fields, the men so cheerfully at work, his two children at play on the ice, and the want of water so providentially supplied.

After his first voyage as chief mate and his appointment as master, he married, on the seventh of July, 1838, Ann, daughter of Peter Cammett, jr. Their children were: Margaret, born January 23, 1846, died in 1881; Robert W., September 8, 1847; Helen, February 14, 1849, died October, 1866; Edward, June 20, 1852, died same year; Edward H., born January 15, 1854; and Lucy E., born May 24, 1857. Since retiring from sea Mr. Burgess has been engaged in the oyster business at Monument Beach, which has been since 1884 continued by his sons, Robert W. and Edward H., as Burgess Brothers, who furnish the market with the celebrated "Little Bay oysters." Robert followed the sea about twelve years, and in 1880 was married to Amanda F. Penniman. Edward H. was engaged in the oyster business with his father several years prior to 1884. He married Ella Wright in 1874, and has three sons and two daughters, who represent the ninth generation of this old family.

The subject of this sketch, Captain Nathaniel Burgess, as a retired sea captain, represents one of the most substantial and characteristic elements in the population of the county. That hard-earned discipline of mind which brought him success at sea has secured to him on land, as well, that fair degree of appreciation from his townsmen, which, in his old age, he is now enjoying. He has always advocated the principles of the republican party, but, except one year as selectman of Sandwich, has taken no official place; he was, however, associated with Isaac N. Keith and Benjamin B. Abbe on the executive committee when Bourne was incorporated, and bore his part in the work in the town and for weeks before the legislative committee. When we consider that Captain Burgess began his career at sea with less of school training than the average boy of twelve now has, and when we find him acquiring in the fore-castle the elements of an English education and a practical knowledge of the science of navigation, and see him steadily advancing to take command of a ship and its crew, we have some slight measure of the ambition and energy that are, doubtless, the leading

traits of his character. His name is strength to any undertaking, and his active industry and moral characteristics are an earnest of his success.

CAPTAIN SETH S. BURGESS.—This well-known resident lives in the town of Bourne, on the eastern shore of Buzzards bay, in the quiet retirement of his mature years. He was born in this vicinity, May 18, 1810, and is a descendant of the illustrious Thomas Burgess, who with a few others, in 1637, planted the first permanent settlement in Sandwich. Any who have inherited this honorable family name have a just right to be proud of this heroic Puritan ancestor, who died in 1685 and whose grave was honored with the only inscribed stone erected to any Pilgrim of the first generation. The male line of descent from this pioneer to Captain Burgess is direct, being: Thomas, John, Samuel, Thomas, Covill, Perez and Seth S.

Perez Burgess spent his later years at farming, but was captain of coasters until 1820. His son, Seth S., then a lad of ten years, accompanied him on his last voyage, and the next year went with his uncle, Jabez Burgess, as cook at three dollars per month. From that time his opportunity for obtaining an education was confined to the winter months. At eighteen years of age he was mate, and the next year he took charge of the sloop *Deborah*, in the employ of his uncle, Ellis Swift. After a captaincy of three years in this sloop, while at Fall River with a cargo of lumber, he met Lovell & Burr, lumber merchants, who offered him a brig in the coasting and West India trade, which he accepted. For a few years he successfully managed the brig and the schooner *Patriot*, visiting Bremen and other European ports. In 1838 he purchased the sloop *Meteor*, which he commanded two years. He then coasted south with varied and successful experiences, visiting South America and other intervening ports in the brig *Massachusetts*. During most of the time for the next twenty-two years he was in the employ of Thomas Whitridge & Co. of Baltimore, in the Brazilian trade, commanding the following vessels: The schooner *Clara* in 1851, the barque *Mondamin* in 1856, the ship *Gray Eagle* in 1861, and the barque *Yamoyden* in 1868. These vessels, with the exception of the *Gray Eagle*, were built expressly for Captain Burgess. Mr. Whitridge rarely insured the goods entrusted to the captain's care, because he felt confident of their safety. In 1873, after forty-four years in command of every kind of vessel, from sloops to ships, without the loss of a man or vessel and even without a serious accident, the captain retired to enjoy the fruits of his labors.

September 3, 1833, he married Elizabeth, eldest daughter of Reuben Collins. She died January 13, 1845, leaving two children; Clara A., who still resides at the homestead, and Seth M. now of New York



Seth S. Burges



RESIDENCE OF SETH S. BURGESS,
Monument Beach, Mass.

city. Captain Burgess married January 3, 1850, Lucy E., youngest sister of his first wife. She died August 9, 1879.

The captain's residence is charmingly situated in a quiet rural community, and as a typical New England homestead we make it the subject of the accompanying illustration. It is older than the Declaration of American Independence and is rich in historic associations. It was for years the home of Dea. Daniel Perry, by whose ancestor it was erected. It passed into the hands of Ezekiel Thacher, of whom the captain purchased it in 1832. The original house has received various additions and improvements, but its identity is by no means destroyed.

Political preferment has not been the aim of Captain Burgess, although he has been active in the dominant party—a democrat until 1861 and a republican since. His father, an exemplary Methodist, early taught him the principles of religion and his favorite precept was "Seth, deal honestly." His life has been that marked by his resolution in the first forecastle, seventy years ago. Captain Burgess early identified himself with the Methodist church at Bourne, of which for nearly fifty years he has been an officer, his consistent Christian example and liberal hand adding their full share to its prosperity. By his thoughtful liberality and sympathy for the suffering, he has firmly bound to himself the hearts of the poor and unfortunate. From his father, Perez, through a long line of sterling worth and from his mother, Lydia, daughter of Stephen Swift, also a descendant of Puritan forefathers, the subject of this sketch can look back with pride to the foundation of those just principles of life, the application of which, on sea and on land, has secured for him a competence and an unruffled sea in his last days of life's voyage.

P. Foster Butler, eldest son of Patrick and grandson of Patrick Butler, was born in Brewster in 1836. He was a mariner twenty-eight years, and since 1874 has been in the oyster business. He was married in 1861 to Sarah F., daughter of Gideon Berry. They have one son, Harry L. Mr. Butler is a member of Bourne Methodist Episcopal church, and steward and trustee in the same.

Joshua G. Cash, born in 1863 in Harwich, is a son of Joshua S. and Margaret (McCarta) Cash. In March, 1887, he bought a meat route of John Avery, at Pocasset, where he has lived since that time. He was married in December, 1887, to Etta, daughter of Oliver C. Snow.

Thomas F. B. Cook, born in 1828 in Sandwich, is a son of John L. and Lydia A. (Raymond) Cook. He is a machinist by trade, having worked at it since he was seventeen years old. In November, 1868, he went from Sandwich to Boston, where he has been engaged with the Dennison Manufacturing Company since that time. He built a residence in 1889 at Pocasset, where he intends to make his perma-

ment home in the near future. He was married in 1850 to Ellen F. Fowler. They have two children: Annie A. and William F. They have lost three children.

Calvin Crowell⁷ was born in 1824, and is the youngest of fifteen children. His paternal ancestors were: Paul⁶, William⁵, Christopher⁴, John³, John² and John Crowell¹, who came from England in 1635 and settled at North Dennis in 1639. His mother was Sally Sears⁶, daughter of Edmund⁵, Edmund⁴, Paul³, Paul² and Richard Sears¹, who was born in 1591 and died in 1676. Paul Crowell⁶, born March 27, 1778, removed from Dennis to Sagamore in 1815, where he lived until his death, August 25, 1866, his descendants then numbering 109—children 8, grandchildren 43, great-grandchildren 57, and great-great-grandchild, 1. Mr. Crowell is a large cranberry grower. He was married in 1857 to Laura A., daughter of Clark Swift. Their children were: Walter L., Emma F. (deceased), Annie F., Frank C., Ada L., Bertha M. (deceased), and Mabelle E.

Hiram Crowell, born in 1822, is the fourteenth child of Paul Crowell⁶ (see above). He is a carpenter by trade. He was in Cuba and other foreign countries several years, and for the last thirty years he has, in connection with other business, engaged in cranberry culture. He was married in 1850 to Eliza S. Ellis. His second wife was Hepsie C. Harlow, and his present wife was Martha H. Perkins.

Hiram E. Crowell⁸, born in 1839, is a son of Paul⁷, and he a son of Paul Crowell⁶ (see above). His mother was Lydia, daughter of Thomas Ellis. He has been engaged in the cranberry culture for thirty-five years. He was married November 27, 1864, to Hannah L., daughter of Levi Swift. They have four daughters: Lenore, Nettie L., Crystina L. and Sadie M. They have lost three sons.

Alden P. Davis, son of Captain Daniel Davis, a native of Sandown, N. H., was born in Derry, N. H., in 1836. In 1873 he removed from Boston to Cataumet, where he built a summer boarding house—"The Jachin"—having capacity for seventy-five guests. He is a merchant, has been station agent since June, 1885, and postmaster since the office was established in 1884. He was married in 1859 to Mary L. Stebbins of Bradford, Vt. Their children are Mary E., wife of Irving F. Gibbs, and Anna G.

Frederick Dimmick, born in 1836, is the oldest son of Frederick and grandson of David Dimmick. His mother was Mary Ann, daughter of David Lawrence. He is a carpenter by trade. He built a large house at Cataumet in 1876, where he keeps summer boarders and accommodates the traveling public. On the same site his grandfather, David Dimmick, kept a tavern for many years. He was married in 1866 to Tirzah, daughter of Vinal N. Hatch. They have two children: Lena F. (Mrs. Thomas A. Fuller) and Henry B. L.

Joseph Dimmock, son of David and Esther (Wing) Dimmock, was born in 1821. His grandfather was also named David. His wife, Sarah, who died May 10, 1889, was a daughter of Elnathan Wing and a granddaughter of Judah and Rebecca Wing. Judah, son of Nathaniel Wing, had fourteen children, and with his family lived on what was then called Wing's neck—now Wenaumet—where he died at the age of eighty. Captain Dimmock was married in 1849. His children are: George C., Henrietta G., Edward C. and J. Frank. He followed the sea about fifty years, being captain about half that time.

Cyrenius Eldridge, born in 1840, is a son of Cyrenius and grandson of Samuel Eldridge. His mother was Huldah (Ellis) Eldridge. He was engaged in whale fishing sixteen years prior to 1873. He has been section master on the Old Colony railroad since 1883. He was married in 1864 to Mary L., daughter of George T. Gray. Their four children are: Almeda B., Clarence E., Cyrenius M. and Andrew G.

Horatio Eldridge, son of Cyrenius and Huldah (Ellis) Eldridge, was born in 1843. He was at sea for some years, then a section hand on the Old Colony railroad for about six years. Since 1884 he has been in the oyster business. He was married in 1867 to Emily F. Calhoon. She died in December, 1887, leaving six children: Walter L., Horatio W., Wilber C., Allen, Orrin and Helen F.

David W. O. Ellis^o (David S.^o, Nathan⁴, Elnathan^o, Gideon^o, John¹), was born in 1850. His mother was Esther Whiting. During the last seven years he has been engaged in the oyster and the cranberry business. He was married November 22, 1877, to Mary Corinna, daughter of James H. West.

James S. Ellis^o (James⁴, Abiel^o, Gideon^o, John¹), was born June 13, 1822, in Sandwich. His mother was Rebecca, daughter of Ebenezer Nye. He was educated in this county, and after being six years in the mercantile business here, he went to Boston, where he was in a mercantile business twenty-eight years, fifteen years as clerk and thirteen as partner in the business. Retiring in 1879, he returned to Bourne, his present home. He was married in 1846 to Lucinda, daughter of Esquire Benjamin Bourne.

Stillman R. Ellis, born in 1842, is a son of William and Martha (Rogers) Ellis and grandson of Nathaniel and Remember (Swift) Ellis. He followed the sea for ten years, but since 1868 he has been employed by the Keith Manufacturing Company at Sagamore. He was married in 1864 to Lucy, daughter of George Gibbs. Their three daughters are: Corabelle, Lettie and Grace.

James C. Gibbs, born in 1832, is a son of Barnabas and Sarah (Blackwell) Gibbs and grandson of Ansel Gibbs. For the past twenty-five years he has been a farmer. Prior to that time he was a sailor.

He was married in 1860 to Phoebe A., daughter of Stephen Swift. They have two sons: Frank H. and Elmer L.

Paul C. Gibbs, born in 1832, is a son of Pelham, and he a son of Pelham Gibbs, who lived to the advanced age of ninety-seven years. His mother was Mary, daughter of Paul Crowell. He has been a mariner since 1844, as master since 1855. He was married in 1855 to Maria E., daughter of Jesse Barlow. They have six children: Eleanor M., Albert C., Irving F., George F., Sarah F. and Fostina P.

William R. Gibbs⁷ (Russel⁶, Pelham⁵, Barnabas⁴, Barnabas³, John², born 1634, Thomas¹) was born in 1828. Pelham Gibbs was taken prisoner in the war of 1812 and his ship and cargo confiscated. William's mother was Catharine, daughter of Levi Swift. Since 1856 he has been a farmer, mostly in the cranberry business. Prior to that time he was at sea about fifteen years. He has been justice for about fourteen years, and is a democrat. He was married in 1852 to Tempe⁴, daughter of Thomas Swift³ (Clark², Thomas Swift¹). They have four children: Katie R., Annie A., William R., jr., and G. Evelyn.

Josiah Godfrey, born in 1821, is a son of Josiah, whose father was Solomon Godfrey. His mother was Mary, a daughter of Nathaniel Wing. He has followed the sea since the age of eight years, and took charge of a vessel when sixteen years old. He was married in December, 1843, to Abbie Dimmock, who died July 10, 1877. He was married March 9, 1879, to Phoebe, a daughter of Solomon and Ann Kendrick.

Francis D. Handy, born 1826, and Sylvanus E. Handy, born in 1833, are two sons of Captain Luther B. and Lucinda (Witherell) Handy, and grandsons of Sylvanus and Susan (Price) Handy. Sylvanus was a teacher of navigation and had besides Luther B., who was born in 1802, four other children: Calvin, twin brother of Luther B.; Charles, who married Sarah Wing; Thomas, who was drowned at sea in 1837; and Hannah, born 1800, who married Calvin Howard. Francis D. Handy is a blacksmith by trade, having worked at it about twenty years. He ran a meat and provision store in Northboro', Mass., for fifteen years prior to 1884. He has been tax collector for Bourne four years. He was married in 1850 to Adaline A., daughter of William Swift. They have two daughters: Cornelia and Genevieve. They lost two. Sylvanus E. Handy learned the blacksmith trade, at which he worked sixteen years. He kept a store eight years at Cataumet prior to his retirement in 1882. He was married in 1859 to Cornelia L. Collins, and has one son, Harrie D. Handy. Other children of Captain Luther B. Handy were: Luther, who died young; Sarah W., who married Isaac W. Baker; Luther S., who married Susan Gibbs; John T., who married Elvira Gale; Wilson B., who was drowned; and Charles H.

James T. Handy, born in 1842, is the youngest son of John and grandson of William Handy. His mother was Phœbe, daughter of Heman Nye. He was a whale fisherman from 1857 until 1882, and master of vessels from 1864 until 1882, since which time he has lived retired at Cataumet, where he has paid some attention to poultry raising. He was married in 1871 to Emma D., daughter of Captain Hiram Baker, who was lost at sea in 1860.

Henry T. Handy^o, born in 1845, is the eldest son of Joshua^a, who was the youngest son of William^a (John^a, John^a, Richard Handy¹). His mother was Dorothea C. Hathaway. He was twelve years a sailor, but since 1878 has been a farmer. He owns and occupies the old Handy homestead, which has been in the family about two hundred years. He was married in 1872 to Lydia P., daughter of Anson B. Ellis. They have six children: Herman P., Arthur H., Robert S., Anson B., Etta H. and Clifton H. They lost two in infancy.

Charles C. Hanley was born in 1851, in Lincoln county, Maine, and came to Barnstable county from Winchester. He ran a blacksmith and wagon shop until 1878, when he began to make boats and has followed this business since that time. He was married in 1877 to Deborah C., daughter of Isaac Stevens. They have one child, Sarah E., born in 1878. Mr. Hanley's father was Roger Hanley.

Benjamin B. Harlow, born in 1817 in Middleboro', is a son of Samuel and Hepze (Burgess) Harlow, and a grandson of Ezra Harlow. He came from Middleboro' to Sagamore in 1848, where he has been engaged with the Keith Manufacturing Company since that time. He was married January 14, 1864, to Mrs. Eleanor C. Gage, daughter of Anson Burgess. She had two children by her first marriage: Frank B. and Louise E. Mrs. Harlow died in 1874.

Persia B. Harmon, born in 1831 in Livermore, Maine, is a son of Nathaniel and grandson of Samuel Harmon. He is a farmer. He served about one year in the war of the rebellion in Company C., Eighteenth Massachusetts Volunteers. His wife is Lydia P., daughter of Ellis Blackwell.

Joseph T. Hathaway, born in Plymouth in 1834, is a son of Joseph T. and Lucinda B. (Raymond) Hathaway and grandson of Jacob Hathaway. He enlisted in 1862, in the war of the rebellion, serving until 1866 as acting chief engineer in the naval service. He was married in 1859 to Emily D. Le Baron. They have two children: Joseph H. and Sarah T. Mr. Hathaway is a member of the Masonic Lodge and Chapter of Hyannis, and Bay State Commandery of Brockton.

Albert Hawkins, son of William B. and Abbie Hawkins, was born in Smithfield, R. I., in 1830, and is a blacksmith by trade. He came from Pawtucket, R. I., to Pocasset, in 1877, where he has run a blacksmith shop since that time. He was in the war of the rebellion from

June, 1861, to June, 1864, as blacksmith in Company A., First Rhode Island Light Artillery. He was married in May, 1858, to Abbie F. Northup. They had one daughter, Clara, who died in infancy.

Joseph S. Hewins, born in Pocasset, January 12, 1828, is a son of William Hewins. His mother was Love, daughter of William Handy. Mr. Hewins drove a stage from Bourne to Woods Holl for a number of years prior to 1872. From 1872 to 1879 he, with his brother carried on an express business from Boston to Marthas Vineyard. Since 1879 he has kept a livery and sale stable at Buzzards Bay. He married Philomelia R., daughter of Erastus O. and Lydia (Jenkins) Parker. She died in 1879, leaving one daughter, Bertha L. Mr. Parker was born in 1810. He was a coasting sailor for some years. He was station agent at Bourne nineteen years, with the exception of four years, when his daughter Aurelia was the agent. He built a hotel at Buzzards Bay in 1872, which he and his daughter keep as the Parker House.

Charles F. Howard^b, born in 1827, is descended from Calvin^d, Calvin^s, Jesse^o (lieutenant in revolutionary war) and Barney Howardⁱ, who came from England and settled in Bridgewater, Mass. His mother was Hannah, daughter of Sylvanus Handy, mentioned above. Mr. Howard is a boot and shoe maker by trade, although his principal pursuit has been farming. He owns and occupies his father's homestead. He was married in 1857 to Ann Louisa^d, daughter of Isaiah Fish^o (Isaiah^s, Johnⁱ). Mr. Howard is an Adventist in his religious faith.

Hon. EZRA COLEMAN HOWARD.—This well known and much respected, late citizen of Bourne, was the son of Calvin Howard, who married Hannah Handy and at his death left the widow and five children. The mother survived until 1887, alone rearing her family to usefulness. Ezra C. Howard, the subject of this sketch and whose portrait accompanies it, was born in Pocasset, September 1, 1831. Left fatherless before he was twelve years old, with two of the family who were still younger, he could expect little from home except the wise counsels of a wise and devoted mother, to which he ever adhered.

At this tender age he evinced that energy and ambition that marked his after life, by going to the home of his grandfather, where he could attend school in the winter. Not content with the advantages given there, he applied himself assiduously to reading such histories, travels and biographies as the library of his grandfather afforded. He thus acquired not only studious habits, but a knowledge beyond his years and beyond that usually obtained in the common schools.

While young he learned the trade of a moulder with his cousin, in Providence. He was subsequently foreman in a shop at Fairhaven,



*Es
Ezra C Howard*

but being ambitious to secure a wider field in which to exercise his business talent and mechanical skill, he came to Bournedale, then North Sandwich, and leased the foundry which he purchased the following year. He began the business in a small building near the site of the one previously burned, carefully advancing and building up the important works that now bear his name, and a very successful business, by which he secured a liberal estate. In the last years of his life he had associated with him his nephew, William A. Nye, who still continues the business.

In 1856 Mr. Howard married Carrie S. Dimmick, youngest daughter of Frederick Dimmick, and grand-daughter of David Dimmick, a family of revolutionary fame, who lived at Cataumet on the present site of the Bay View House. At her death in 1874, she left two daughters: Emma C., who married Nathan B. Hartford of Watertown, and Mary H., a student in Boston University. In 1876 Mr. Howard married Rhoda A., oldest daughter of Frederick Dimmick, who survives him. The final illness of Mr. Howard commenced at Bournedale in the autumn of 1884, terminating April 8, 1885, at the home of his daughter in Watertown, Mass.

The modesty, energy, industry and high moral character which marked his whole course through life have passed into history, forming a page in life's book that can never be effaced. He was active in local, state and national affairs, and during his life never lost the opportunity of voting. He was elected by the republican party to represent the First Barnstable district in the legislatures of 1871 and 1872; and as senator to represent the Island district in 1875 and 1876, which important trusts he filled with honor to himself and his constituents.

He was a trustee in the Wareham Savings Bank until nearly the time of his death. In the faith of his father he turned to the Methodist Episcopal church, and to this church his principal support was given. In his life work he had only reached the meridian, but he had laid the foundation of an enduring monument.

Alonzo S. Landers, born in 1850, is a son of Ezra B. and grandson of John Landers. He was at sea about ten years, and has been engaged in making cranberry bogs by contract for the last fifteen years. He was married in 1879 to Ella H., daughter of Thomas L. Greene. They have one son, Walter M. They lost three children. Mr. Landers is a member of the Cataumet Methodist Episcopal church.

David Landers, son of Joseph and Mary (Baker) Landers, was born in 1851, and is a carpenter by trade. He came from South Sandwich to Cataumet in 1877, where he has since lived. He was married in 1877 to Achsah Hallett. She died in 1881. He married, in November, 1886, Mrs. Clara A. Hoxie, daughter of Oliver C. Wing. They have one son, Albert E.

Seth S. Maxim, son of Thomas and grandson of Jabez Maxim, was born in South Carver, Mass., in 1822, and is a stone mason by trade. He came from South Carver to Bourne in 1847. He was married in 1846 to Joanna H. Blackwell, who died in January, 1887.

DAVID D. NYE.—Among the prominent representative men of the town of Bourne, David D. Nye, of Cataumet (formerly South Pocasset), is entitled to a high position. As the descendant of a long line of worthy ancestors, whose virtues have been transmitted, he worthily bears this old family name, which has been revered in church and state for more than two hundred years. He is the youngest son and child of Captain Ebenezer and Syrena (Dimmick) Nye, and was born November 29, 1833, in that part of the town where he now resides. On the 10th of July, 1889, his father, Captain Ebenezer, celebrated his ninetieth birthday, surviving his wife since September 20, 1872, they having reared to manhood and womanhood eight children: Angelina of Fairhaven, who is the widow of Frederick Keith; Ebenezer F., who, as master of the bark *Mt. Wallaston*, sailed into the Arctic seas, and of whom no tidings have ever been heard; William F., who is a successful oil merchant of New Bedford; Ephraim B., who, while second lieutenant of the Fourteenth Massachusetts Battery, was killed at Petersburg, Va., March 20, 1865; Albert G., Syrena M. and Mercy D., who are residents of California; and David D., the subject of the accompanying portrait.

David D. received his education in the public schools of Sandwich, and early in life accompanied his brother, Ebenezer F., on a whaling voyage. He was then engaged in the fruit business for eight years in New Bedford, with his brothers, William F. and Ephraim B., since which time he has been occupied in farming. He was married July 30, 1862, to Hannah T., daughter of Josiah and Sophia N. Curtis. Their adopted son, David W., was born May 12, 1874. Mrs. Nye died on the 6th of January, 1888, and on the 4th of the following October Mr. Nye married Mrs. Esther F. Dennis of Sandwich.

Before the town of Sandwich was divided, he, in 1875, was elected overseer of the poor, and in 1879 was elected selectman of the town, which offices, with that of assessor, he satisfactorily filled until the spring of 1884, when the town of Bourne was erected. In the new town he was at once elected to the same responsible offices, which he has since filled, and since 1884 he has been chairman of the selectmen of Bourne. He also has been appointed a justice of the peace and a notary public, enjoying the entire confidence of his townsmen in the ability and integrity required for these multiplied duties. His principles have led him to affiliate with the republican party, and he is at the head of the town government to-day, and one of its standard-bearers.



Yours Respectfully
David D Nye

For twenty-seven years he has been a trustee of the Methodist Episcopal church of his village, assisting in its advancement by his presence and means. His good judgment is often sought in the settlement of entangled estates, in the probate court and in the school affairs of his town, for which his thorough knowledge of the business forms and his sense of right peculiarly fit him. The cheerfulness with which he assumes these tasks, and the impartiality of his acts, reveal the underlying principles of his character. In the meridian of his life, within sight of his birth-place, he resides in his beautiful rural home, which commands a view of one of the prettiest landscapes on the east shore of Buzzards bay.

Nathan Nye, born in 1828, is a son of Daniel B. and grandson of Nathan Nye. His mother was Achsah, daughter of Joseph Swift. He was engaged in the Arctic whale fishing eighteen years. He owns and occupies the farm at Sagamore, where his father lived from 1813 until his death. He was collector in Sandwich several years, and collector and treasurer two years in the new town of Bourne. He has been selectman three years. He was married in 1855 to Ellen S., daughter of Walter Richards. Their nine children are: Walter E. R., Nathan M., William E., Henry S., Joseph B., Daniel B., Alfred G., Ellen R. and Susie A. R. They lost one in infancy.

WILLIAM E. PACKARD.—The ancestral line of this family has descended from Samuel Packard, who came to this continent in 1638, and from him all of that name in America have descended. Some time in the last century Elijah Packard, a descendant of Samuel, came to the Cape, settling in the present town of Bourne, and was a prominent farmer by occupation. Benjamin was the oldest of his four children, and he also was a farmer. He lived and died in Bourne. He married Mary, daughter of Jedediah Young of Orleans, and their children were: Benjamin, Isaac, Joseph, Alpheus, William E. and four daughters.

William E. Packard is the only survivor of this family. He was born November 6, 1824, and passed his boyhood on the home farm, receiving the advantages of the common schools of that day. On his arrival at the age of twenty-one, he read medicine with Dr. John Harper of Sandwich, for two years, and when twenty-four years old went to Agawam, where for three years he was engaged in the Iron Works, but retaining his residence at Bourne. He married Thankful A., daughter of Dean S. Leinnell, on the 30th of March, 1848; Mr. Leinnell was then a resident of Wareham. This union was blessed with four children: Flora A., born June 6, 1849; a son, in 1852, who died young; Mary I., born May 26, 1853; and William E., jr., born June 24, 1856. Of these children only one survives. Flora A., in 1869, married Captain William T. Barlow, and died the same year. Mary I., in August,

1880, married Walton E. Keene of Bourne, and has two daughters—Flora A., born 1882; and Annie C., born 1888.

William E. Packard, the last of his father's group of nine children, is now in the meridian of life, and quietly enjoys the fruits of his labor upon the home farm, at the head of the bay, in one of the most romantic spots in the county. He was not content with the small farm of his father, but has added thereto until he can look out over two hundred acres of his own. He has a fine cranberry meadow, which he has had under cultivation since 1864 with the most gratifying results. Mr. Packard inherited the principles of the Methodist religion, and to this society his support has been given. He has always kept himself aloof from political intrigues, declining any active part, but is keenly alive to the best interests of the body politic, and in his unassuming manner contributes to its conduct. The competence which he is to enjoy in his declining years, is the result of that well directed purpose of his life, of which the underlying principles are industry, economy and a due respect for the rights and welfare of his neighbors.

Andrew F. Perry, born in 1823, is a son of Rev. Heman and grandson of John Perry. His mother was Mary, daughter of (Miller) John Perry. He was a sea-faring man for about thirty years. Since 1868 he has driven a grocery wagon, and since 1884 has made a specialty of tea and coffee. He was married in 1850 to Martha W., daughter of Rufus Ellis. They have four children: Rufus E., Francis F., Alfred L. and Warren A. They have lost two sons and one daughter. Mr. Perry is a member of the Bourne Methodist Episcopal church.

Davis Perry, born in 1818 in Pawtucket, R. I., is a son of Jabez and Mercy (Phinney) Perry and a grandson of Arthur Perry. He came to Bourne from Rhode Island in 1852. He is a blacksmith by trade, and runs a shop in the village of Bourne. He was married in 1848 to Betsey E., daughter of Robert Ryder. He is a member of the Masonic Lodge of Sandwich.

George W. Perry was born in 1844. His ancestors were Thomas C. Perry⁸, Arthur⁷, John⁶, Silas⁵, John⁴, John³, Ezra², and John Perry¹, who came to this country from England in 1630; and it appears that he had a brother Edward, who came to the town of Sandwich with him in about 1637. It is probable that all the families bearing the name on the Cape are descendants of these two brothers. Mr. Perry's mother was Hannah Ellis. Mr. Perry was a sailor for thirteen years. Since 1878 he has been a carpenter and builder. He was married in 1877 to Maria McLaughlin. They have one daughter, Fannie M. Mr. Perry is a republican.

Silas Perry, born in 1828, is the youngest son of Silas and Rebecca (Ellis) Perry. His grandfather, John, was a son of John Perry. He was for twenty-five years in a nail factory in Wareham, but for the



William E. Packard

last few years he has been engaged in boating and the oyster business at Monument Beach. He was married in 1855 to Olive L. Phinney. Their three children are: John F., Harry E. and Wallace J. Mr. Perry is a prohibitionist.

William E. Perry, born in 1845, is a son of Caleb and Elizabeth (Henley) Perry. His grandfather was Caleb, son of Caleb Perry. He was several years a seafaring man, after which, he was for fifteen years employed in the Bay State Straw Works, of Middleboro'. In 1884 he returned to Monument Beach, where he built and ran a summer hotel three years. He has been engaged in the oyster business since 1884. He was married in 1872 to Marion L. Smith. They have two daughters: Bertha and Evelyn. Mr. Perry is a member of Bourne Methodist Episcopal church.

Abram Phinney, born in 1824, is a son of Jabez and grandson of John Phinney. His mother was Hannah, daughter of John Perry. He was a sailor from eleven years of age until 1876. He was married in 1853 to Lucinda E., daughter of Perez Burgess. They have two sons: Perez H. and Roswell B., who are both married. Perez H. has been postmaster at Monument Beach since 1878, and station agent since 1883.

George E. Phinney, born in 1833, is a son of George O., grandson of Edward and great-grandson of John Phinney. His mother was Betsey A., daughter of Jesse Fisher. He has been boating and in the oyster business for the last fifteen years. He was married in May, 1858, to Mary H. Littel. Their four living children are: George A., Amelda M., William W. and Birdella.

Jesse F. Phinney, born in 1840, is a son of Jabez, grandson of Jabez and great-grandson of John Phinney. His mother, Jane F., is a daughter of Jesse and granddaughter of John Fisher. He is one of eight children, of whom Jesse F., Sarah J., Nancy H. and Charles Henry are living; Charles H., an elder brother, was drowned June 10, 1859, aged twenty years, in Long Island sound, from the schooner *Hume*, of which he was first mate, his father being captain; Amelda A., wife of Captain E. H. Tobey, died from yellow fever, on the homeward passage from Rio to Baltimore, March 28, 1876, aged twenty-nine years; Jabez N. died in New Orleans, November 23, 1876, aged thirty-three years; and Charles H. died in infancy. Jesse F. followed the sea for thirty years prior to 1883; being master of coasting schooners from 1868 to 1883; since then he has been in the oyster business. He was married in 1865 to Augusta E. Baldwin, who died in 1869, leaving two children: Augustus N. and Sadie E. He was married in 1871 to Mary E. Perry.

John B. Phinney* (Heman', Jabez*, John*, Jabez', John*, John*, John'), was born in 1850. His mother was Abigail (Bourne) Phinney. Of her

eight children, only Elizabeth V., Abbie F. and John B. are living. John B. is a farmer. He was married in 1877 to Abbie R. Childs. They have two sons: Roswell O. and James W.

Levi L. Phinney, born in 1845, is a son of Levi and grandson of Levi Phinney. His mother was Achsah, daughter of Alvan Wing. Mr. Phinney is a farmer on his father's homestead. He was married in 1871 to Harriet L. Kendrick. They have three children: Ada L., Roland S. and Austin D. Mr. Phinney is a member of the Cataumet Methodist Episcopal church.

Sylvester O. Phinney, son of George O., grandson of Edward and great-grandson of John Phinney, was born in 1841. His mother was Betsey A. (Fisher) Phinney. He was a sailor for about twenty-five years, and for the last ten years has been farming and boating. He was married in 1869 to Abbie F. Phinney, sister of John B. Their children are: H. Chester, I. Herbert and Geraldine.

Asa Raymond, born in 1817, is a son of Asa and grandson of Ebenezer Raymond. He has been a merchant for forty-five years, and was postmaster at Pocasset twenty-six years prior to April 1, 1888. He was married in 1840 to Eliza A. Lumbert. Their children are: Ellen F., Mercy A., William H., Melissa, Lucy E., Lewis C., Adaline, Albert A. and Cora B.

Edmund B. Robinson, son of Moses Robinson, was born in 1831 in Maine. At the age of thirteen he removed to Wellfleet, Mass., where he was a fisherman and sailor until 1877, when he removed to Cataumet, and has been engaged in the oyster business there since that time. He was in the war of the rebellion eleven months, in Company C, Forty-third Massachusetts Volunteers. His wife was Mary Dunning. Their two sons are: Edmund B., jr., and George W.

Stillman S. Ryder, born in 1830, is a son of Robert and a grandson of Robert Ryder. His mother was Jane, daughter of Thomas Gibbs. He is a farmer and fisherman. He has been a member of the school committee ten years. He was married in 1851 to Cordelia F., daughter of Phineas and Elizabeth (Bourne) Perry. Their children are: Alonzo F., Abbie J., Robert J., Elma E. (died April 1, 1889), Bessie D. (born March 3, 1866, died May 13, 1883), Stillman Frank, Hattie P. and Emma L. Mr. Ryder is a democrat.

Robert J. Ryder, born in 1859, is a son of Stillman S. Ryder, mentioned above, and is a mason by trade. He was married in 1882 to Lillian G., daughter of Nathan B. Sampson. He is a member of Bourne Methodist Episcopal church.

Levi S. Savery, born in 1823 in Wareham, is a son of Samuel and grandson of Isaac Savery. His mother was Rebecca, daughter of Nathaniel Swift. He has lived at Sagamore since 1844. He was married, first, to Mary E. Burgess, who died leaving five children: Betsey

E., Mary E., Jacob, Lizzie L. and Louisa L. He was married in June, 1874, to Mrs. Caroline Bumpus, daughter of Ansel Swift of Wareham.

Isaac Small, jr., son of Isaac and grandson of Paddock Small, was born in Harwich in 1849. He was a sailor for a few years, but since 1873 has been a merchant at Buzzards Bay. He was for three years a member of the school board. He was married in 1870 to Emogene Robbins. They have four sons. He is a member of the DeWitt Clinton Lodge, A. F. & A. M.

Charles G. Smalley, born in 1835 in Harwich, is the only child of Francis A. and Asenath (Basset) Smalley. His grandfather was Thomas Smalley. He came from Harwich to Wareham about 1860, and a few years later to Buzzards Bay. He has been engaged in the oyster business since 1860. He was married in 1863 to Harriet C. Basset. They have four children: Missouri H., Ada F., Silliman B. and Elwood S.

Aaron C. Swift, born in 1829, is the oldest son of Nathan B. and grandson of Moses, whose father, Ward, was a son of Moses Swift. His mother was Pamela, daughter of Israel Cowen. He is a machinist by trade, and was employed by the Cape Cod and Old Colony Railroad Companies from 1857 to 1885, the last thirteen years as master mechanic for the division. He was messenger in the state house at Boston one year, 1885-86. He was married in 1851 to Lucy H., daughter of Calvin and Hannah (Handy) Howard. They have one son, Nathan F. Mr. Swift is a member of Fraternal Lodge and Orient Chapter of Hyannis.

Abram F. Swift was born February 25, 1840, in the village of Monument, town of Sandwich. He is a son of Ellis M. and grandson of Stephen Swift. His mother was Deborah, daughter of Solomon Perry. He has been engaged in a mercantile business in Bourne for a number of years. He was appointed postmaster at Monument in 1864, and when the name was changed to Bourne in April, 1884, he was reappointed. His first wife was Sarah M. Perry, who died. In 1869 he married Rosalie Waterhouse. He has two children.

George A. Swift⁶, born in 1830, is descended from Charles⁴, Ward³, Ward², Moses¹, who was born in 1699 and died 1791. His mother was Zebiah K. Hewins. He has been a carpenter by trade for forty years. He was married in 1854 to Tamsen C., daughter of John Handy. They have five children: Clara L., Albert H., George E., Alice L. and John H. Mr. Swift is a republican and a member of Cataumet Methodist Episcopal church.

Charles E. Swift, born in 1834, is a brother of George A. Swift, mentioned above. He is a farmer, owning and occupying his father's homestead. He was in the war of the rebellion from August, 1862, to July, 1865, in Company I, Fortieth Massachusetts Volunteers. He

was married in 1869 to Martha E. Adams, and has one daughter, Edna F. He is a member of Charles Chipman Post, No. 132, G. A. R.

Howard Swift⁵ (Charles D.⁴, Levi³, Thomas², Joseph Swift¹) was born August 21, 1857. His mother is Bethiah Kelley. He is the oldest of three children: Howard, Henry Russell and Fred. K. He is engaged in the cranberry culture.

John H. Taylor, son of William H. Taylor, was born in New Bedford in 1859. He came to Bourne in 1869, and from that time until 1885 lived with the family of Captain Allen Bourne. He has done an ice business and driven an express team at Bourne since 1880. He was married in 1885 to Anna W. Raymond.

Elisha H. Tobey, born in 1844, is a son of Elisha and Henrietta (Dimmock) Tobey and a grandson of Joseph Tobey. He was at sea for more than thirty years, and was captain of a barque in the coffee trade sixteen years. Since 1884 he has been in the oyster business. He was married in 1869 to Amelda Phinney, who died in 1876. They had one daughter, who died. He married Nancy H. Phinney in 1879. They have three children: Levi B., Blanche M. and Roscoe F. Captain Tobey is a member of the Bourne Methodist Episcopal church.

John W. Wedlock, son of Henry Wedlock, was born in 1829 in New York city, and is a carpenter by trade. In 1850 he went to California from Portland, Me., and lived there sixteen years. In 1866 he returned to New England and settled in the town of Sandwich, and since that time he has been employed by the Keith Manufacturing Company, at Sagamore, most of the time. He was married in 1861 to Mary, daughter of Rev. Joseph Marsh. They have one son living—Lewis C.—and lost one—Walter B. Mr. Wedlock is a republican and a member of DeWitt Clinton Lodge, A. F. & A. M.

Moses C. Waterhouse, born April 29, 1855, is a son of Moses S. and grandson of Enoch Waterhouse. His mother is Emeline S., daughter of John Bourne. He has worked at the carpenter trade since 1874, as contractor and builder since 1876. He was assessor one year, and has been chairman of school committee four years. He was married in 1877 to Sarah, daughter of Joseph Whittemore. Their children are: Lucy C., Moses S., Richard B. and Sarah L. Mr. Waterhouse is a republican.

James H. West, born November 4, 1833, in Nantucket, is a son of Richard and Mary B. (Crocker) West and grandson of Abner West. He is a carpenter by trade. He was in the war of the rebellion from August, 1862, to July, 1865, in Company E, Fortieth Massachusetts Volunteers, and in Company C, Sixth United States Veteran Reserves. He was married in 1857 to Elizabeth A., daughter of Braddock and Martha Coleman. They have four children: Gertrude, Mary C., Martha C. and Eugene A. Three children died in infancy.

Asaph S. Wicks was born in 1837, in West Falmouth. He is a son of George W. and Betsey (Robinson) Wicks and grandson of Paul Wicks. He was engaged in whale fishing from 1855 to 1886, and the last twenty years was master of a vessel. In 1889 he had charge of the club house at Tobey island. He was married in 1864 to Sarah F., daughter of Jesse Barlow. She died in 1878, leaving one daughter, Lena C. He was married in 1882 to Mrs. Susan A. Wilson. He is a republican.

Alvan Wing^b, born in 1843, is descended from Nathaniel^a, Alvan^a, Lemuel^a, Nathaniel Wing^a. His mother was Hannah S., daughter of Abram Burgess. She had four children: Mary, Alvan, William H. and Walter H. Mr. Wing is a farmer. He was married in 1870 to Amelia R., daughter of Arnold Small. They have one son, Nathaniel N.

Oliver C. Wing, son of William and grandson of Lemuel Wing, was born in 1826. His mother was Mary, daughter of John and Sarah Witherell. He is a painter by trade, but for some years he has been a farmer. He owns his father's homestead farm. He was married in May, 1850, to Delilah O., daughter of Warren Kendrick. Their children are: Clara A., Alice F., William B., Mary H., Lucy E., George C., Ann Eliza, Lester W. and one that died. Mr. Wing is a member of Cataumet Methodist Episcopal church, and trustee and steward of the same.

William H. Wing, born in 1846, is a brother of Alvan Wing, mentioned above. He is a harness maker by trade. He was married in 1867 to Susan F., daughter of Cyrenus and Hannah (Handy) Howard. They have two children: Howard B. and Maud E.

Zadock Wright, born in 1822 in South Carver, Mass., is the youngest son of Zadock, whose father, Moses Wright, was in the war of 1812. His mother was Jane Tillson. He worked in an iron foundry from 1836 until 1882, with the exception of eight years, when he was at sea. He married in March, 1846, Keziah, daughter of John Avery. Their children are: Augustus W., Edgar, Ella, Andrew, Lizzie and Chester.

Augustus W. Wright, born in 1847, is the oldest son of Zadock Wright. He is a moulder by trade, and for the past three years has worked in the electrotype factory at Pocasset. He was married in May, 1869, to Anfinnetta W. Gibbs. Their living children are: Frederick A., Edith and Josephine C. Two died in infancy. Mr. Wright is a member of the Odd Fellows Lodge, No. 119, of Wareham.

Noah H. Wright, born in 1845, is the fifth son of Stillman Wright, who was the oldest son of Zadock, son of Moses Wright. His mother was Zylphia Hammond. He worked in an iron foundry about twenty years. He built a spacious residence at Pocasset in 1887. He was married in 1864 to Sarah, daughter of David Small. They have three children: Nellie, Charles A. and John. Mr. Wright is a member of Hyannis Lodge, A. F. & A. M.

CHAPTER XVI.

TOWN OF BARNSTABLE.

Natural Features.—Early Industries.—Settlement.—Indian Lands and Names.—Names of Settlers.—Incorporation.—Purchase from Indians.—County Road.—Early Mills.—Common Lands.—The Revolution.—War of 1812.—Population.—Schools.—Civil History.—Churches.—Cemeteries and Villages.—Societies.—Biographical Sketches.

WHILE Yarmouth on the east has been dismembered and Sandwich on the west has become the mother of Bourne, Barnstable, the central town of the original three, and still the central one of the five, remains nearly the same as originally laid out. Its historical prominence as one of the original towns of 1639, and its geographical position, led to its selection as the shire town when the county was organized in 1685. It is trapezoidal in shape, the western bounds, along Sandwich and Mashpee being eleven miles in extent, and the eastern along Yarmouth six. Vineyard sound laves its southern shore along ten miles of beautiful beach, while Cape Cod bay spans six miles of Sandy neck for its northern bound. The ancient Cummaquid harbor extends across its northern part and several bays and harbors indent its southern coast. A high ridge extends east and west across the town north of the middle, south of which the surface is a vast undulating plain sloping toward the sound. The northern part contains the great salt marsh extending nearly across the town along the harbor. The streams are small and run both ways from the central ridge.

The area of ponds in this town is greater than that of any other in the county, being over seventeen hundred acres, besides many small ones unworthy of special mention. The largest is Great pond, variously known as Nine-mile or Iyanough's, embracing an area of seven hundred acres, situated about the center of the town, and having only an artificial outlet which was opened by the Nine-mile Pond Fishing Company. This pond furnishes many kinds of excellent fish.

Of the twenty-seven ponds embraced in the town only three others have visible outlets. Spruce pond, of twelve acres, has Bridge creek, and the pond of eighteen acres south of West Barnstable has Scorton creek for their respective outlets. The other ponds are Long pond of sixty-three acres, in the west part of the town; Steward's, of thirty-

six; Muddy, of twenty-five acres, at Newtown; Shubael, of fifty; Round pond of thirteen acres, south of Shubael; Cotuit ponds, west of Shubael pond and the plains, the most southerly containing 126 acres, the one north of this 118, and the most northerly one 147 acres; Pondsville pond, eleven acres; Lovell's, forty-eight, in the west part; one north of Osterville has fourteen acres and another fifteen; Mill pond, sixteen, west of Centreville; a pond of twelve acres north of the last; Shallow pond, east of Iyanough, has ninety acres; Hathaway's, fifteen; pond north of the last, twenty-one acres; Israel, twenty-one, in east part; Small, twenty-two; Half-way, twelve; Lewis, ten; Long pond of sixty-nine acres, east of Centreville, this also has an artificial outlet; two ponds west of Hyannis, containing respectively, twelve and ten acres.

The boulders of Barnstable are profusely scattered from the north shore to the summit of the ridge, which extends in an east-westerly direction through the town. Generally these lands are the most fertile. South of the water shed no stones of any significance are found, and the soil is generally sandy. Stone fences, which are general on the north side, are not found on the south side, and the foundation stones for buildings in Osterville and other villages on the south side have been carted from a distance.

The soil on the south side of the town is somewhat sandy on the uplands, and a rich loam in the valleys and around its numerous ponds, while near the north shore the soil is a heavier loam. The varied forms of agriculture, including the great cranberry industry, constitute the principal land occupation of the people in the sparsely settled and rural communities. Brick are manufactured at West Barnstable, and boat building on the south shore is still an industry. Maritime enterprises early furnished employment to many, and became an important source of revenue for the people. In 1839 men of this town were filling every branch of maritime pursuits—from the highest positions in the best ships of the Union to the humblest coaster, to the number of 250, and after that the number increased until about 1855.

The superior advantages from its waters, the vast marshes which furnished an abundance of hay, the supposed richness of its soil, and the many acres already cleared and cultivated by the natives, were the arguments that induced the whites to make the first settlement of the town. Permission was granted by the Plymouth court in 1639 "for seating a congregation," whose leaders had intended to settle at Sippecan (now Rochester). But a diversity of opinion arose, and the growing wish to settle at Mattacheese led to a division of the congregation into three companies, who should pray for direction in the election of committees "to set down the township." A former grant of Mattacheese to Mr. Callicot and others, of Dorchester, having

been rescinded, and other impediments removed, the little band determined to seek the lands at Mattacheese. This was the Indian name of lands, now in Barnstable and the northern part of Yarmouth, adjoining the ancient Cummaquid harbor. The lands of this township contained other Indian tribes at the south and west, each having its sachem, by whom the community was ruled. The names of the small tribes and their tracts were identical. Iyanough's land and tribe was south—midway between the bay and sound; his name was often spelled Janno and Ianno and Hyanno. Chequaket, now Centreville; Coatuit, Santuit, Mystic, Skanton, partially in Sandwich; and Cotocheeset were communities and lands south of and around Iyanough's. With the remembrance that Cummaquid harbor is now Barnstable harbor, the reader will be better able to follow the first settlement and further purchase of the town.

After the determination of the congregation to "set down at Mattacheese," on the 26th of June a fast was held at Scituate, where this colony were residing, "that the Lord in his presence" go with them to this new land. Rev. John Lothrop, the beloved pastor of the church there, by his letters, found among Governor Winslow's papers, has furnished many facts concerning the trials of himself and associates as to where the settlement should be. Some historians assert that Joseph Hull, Thomas Dimock and their few associates had settled here during the summer, or in advance of Mr. Lothrop and his associates; and there are circumstances that substantiate that. On June 4, 1639 (June 14, N. S.), the colony court granted permission to Messrs. Hull, Dimock and others "to erect a plantation or town at or about a place called by the Indians Mattacheese;" and Rev. Mr. Lothrop, in his diary, said, that upon their arrival at Mattacheese, "After praise to God in public was ended, we divided into three companies to feast together—some at Mr. Hull's, some at Mr. Mayo's, and some at Br. Lombard's Sr." Prior to this—sometime in 1638—Rev. Stephen Bachilor and a few associates made a fruitless attempt to settle in what is now the northeastern portion of Barnstable. The location was for a time considered as a part of Yarmouth; hence some writers make Rev. Bachilor a settler of Yarmouth.

There is no other record of the settlement of Barnstable until the arrival of Rev. John Lothrop and his associates on the 21st of October, 1639 (N. S.). The greater part of Mr. Lothrop's church accompanied him to Barnstable, leaving the remaining few "in a broken condition." Besides Joseph Hull and Thomas Dimock and their associates as mentioned in the grant, we find here in the autumn of 1639, John Lothrop, the pastor, Mr. Mayo, Mr. Lombard, sr., Isaac Wells, Samuel Hinckley, Samuel Fuller, Robert Shelley, Edward Fitzrandal, Henry Ewell, Henry Rowley, James Cudworth, William Crocker, John

Cooper, Henry Cobb, George Lewis, Robert Linnell, William Parker, Edward Caseley, William Caseley, Henry Bourne, Anthony Annable, and Isaac Robinson.

The town was incorporated September 3, 1639, and on the first Tuesday of December, the same year, its deputies took their seats in the general court.

Others came to the town during the fall, winter and spring following, so that in 1640 we find here these heads of families in addition to those already mentioned: Thomas Allyn, Nathaniel Bacon, Austin Bearse, William Bills, Abraham Blush, John Bursley, John Caseley, Henry Coggen, John Crocker, Dolor Davis, Richard Foxwell, Roger Goodspeed, James Hamblin, Thomas Hatch, Thomas Hinckley, Thomas Huckins, John Hull or Hall, Samuel Jackson, Laurence Lichfield, Thomas Lothrop, John Smith, Thomas Shaw, John Scudder, John and Samuel Mayo, Thomas Lombard, Bernard Lombard, and Robert Linnet. Before the lands were divided others had arrived, among whom were: Richard Berry, Francis Crocker, John and Nicholas Davis, William Tilley, David Linnet, Benjamin and James Lothrop, Nathaniel Mayo, Samuel Lothrop, John Foxwell, Thomas Blossom, John Blower, Thomas Boreman, William Pearse, John Russel, Nicholas Sympkins, Laurence Willis, and Samuel House.

A very few of those mentioned returned or removed elsewhere, whose names do not appear again, but the larger portion of these settlers are represented to-day in Barnstable by lineal descendants, and generally by name. Other settlers, and the sons of these already given, are named as freemen and voters in the civil acts of the proprietors, so that the reader will be enabled to trace the "new comers" to 1670.

The settlement thus begun in the Mattacheese territory was confined to the northern portion of the present town until 1644, when on the 26th of August, a further purchase of lands of the Indians was made by the town, being a portion to the southwest of that already settled by the whites. It was purchased of Serunk, a South Sea chief, and extended from the Sandwich line easterly; the consideration paid was four coats and three axes. The deed signed by Serunk, by mark, was witnessed by Anthony Annable, Henry Cobb, Thomas Allen, John Smith, Laurence Willis, and Thomas Dimock.

The second purchase, in 1647, was of Nepoyetum, Indian, by Thomas Dimock and Isaac Robinson, who were appointed by the town to act for them. The deed was signed by the parties and by Thomas Hinckley and Tauonius, Indian, as witnesses, conveying land for which the town was to build three-score rods of fence, give him two coats and do certain plowing.

The next purchase was in 1648, of Paupmunnuck, a South Sea In-

dian. In this purchase Miles Standish acted for the settlers, and secured the southern part of the town from the Mashpee line east to the Oyster river, and to Iyanough, or Ianno's lands on the east, and to Nepoyetum's lands on the north. The pay for this was two brass kettles and some fencing done. This completed the purchase of the western part of the town from bay to sound and along the northern part; and the bounds between Sandwich and Barnstable were fixed in 1652, substantially as now. The lands at Cotuit were then part of Mashpee, but have been since added to Barnstable. In 1659 the first bounds between Yarmouth and Barnstable were fixed, nearly one mile west of the present bounds.

In 1664 a purchase of the lands of Iyanough was perfected, which gave to the town more substantially its present area. The deed was taken for the town by Thomas Hinckley, Nathaniel Bacon and Tristram Hull, being for land at the South sea extending easterly to Yarmouth, northerly to that bought of Nepoyetum, and westerly to that purchased of Paupmunnuck, except that given to Nicholas Davis, which soon after was purchased by the town. This deed embraced the southeastern part of the present town, except a tract owned by John Yanno, son of Ianough, in and around Centreville, which was purchased of him in 1680 by Thomas Hinckley in behalf of the town. Some subsequent minor purchases of small reservations brought the lands of the town to the ownership of the proprietors, and over this territory the settlers were fast erecting their rude cabins.

Of course difficulties arose regarding bounds of lands, and in 1658 the bounds between Mashpee and Barnstable were set, leaving the lands about Satuit pond to the Mashpees; and later the west bounds of Yarmouth were defined "from the centre of Stoney Cove creek due north to the sea"—substantially the present bounds. The proprietors were yet very careful as to the character of new comers, concerning which rules were made by the general court. In 1661 William Crocker and Thomas Huckins were empowered to take notice of any who should intrude themselves without the town's consent. The underlying reason, however, for such surveillance was that religions not orthodox should be kept away. There was room in town for more people if they were of the right faith, as the entire territory between the Long pond and Shoal pond had no settlers yet, and it was made "commons for the town's cattle."

The main line of travel from these Cape towns in these early days was toward Plymouth, and the subject of a road—a main, well-defined, wide road—was agitated. The road for the time had been opened from Sandwich, south of Scorton hill, south of Honey bottom, so-called, and so easterly near the old church in the West parish, through the woods on the south side of the pond into the present road, to avoid

the creek that had no bridge. In 1685 the court ordered a road opened through Barnstable, and sixteen men, whose names appear at the bottom of the survey, were empaneled as a jury to lay it out. The road has been since known as the "county road," and is the main street of Barnstable village. By the courtesy of Mr. Gustavus A. Hinckley, of Barnstable, we are enabled to produce a copy of the original survey, *verbatim et literatim*, that our readers may not only enjoy its quaintness, but locate the settlers on its sides.

"The County road or highway laid out by ye in March and April 1686 through Barnstable is as followeth—beginning at ye bounds between Sandwich and Barnstable, running for ye most part easterly at a rock lying in Ralph Jones, his fence, ye north side of ye sd way and a heap of stones on ye south side of sd way, from thence to a red oak markt tree on ye south side of ye sd way upon ye land that was Capt. Fuller's, from thence to ye fence of John Fuller Jr., on ye south side of sd road, and a markt tree upon ye north side of ye way, from thence to marked trees on both sides of sd way at ye corner of Wm. Troop's fence where ye way goeth down to Scorton, from thence to ye foot of ye hill between ye fence of Wm Troop and a little swamp & so to ye said Troop's stone ditch on ye north side of sd road and a bound set on ye south side within ye fence of sd Troop ye sd Troop's dwelling house on ye north side of sd road, from thence to trees marked on each side of ye way by a swamp and from thence to a marked tree on ye north side of sd road bounded by a stone set in ye field on ye south side of sd road and Mr. Smith's house on ye north side to the fence of John Bursley bounded by trees marked within ye fence of ye Widdow Davis on ye south side of ye way runing between ye dwelling house of sd Widdow Davis and ye barn of sd John Bursley on ye north side of sd way & so over ye bridge called John Bursley's bridge, from thence to a marked tree on each side of sd way upon Peter Blossom's land to a stake set upon Peter Blossom's orchard, leaving ye sd Peter Blossom's house on ye south side of sd road, from thence thro ye lands of Wm Dexter bounded by several marks set up within ye fence of Phillip Dexter on ye north side of sd road, ye house of sd Phillip Dexter on ye north side of sd road & ye house of Increase Clap on ye south side bounded by a stone in ye orchard of sd Clap, through ye lands of Samuel Parker & John Crocker bounded by a markt tree and a stone within ye fence of sd Parker on ye south side of sd road by ye house of Richard Childs & ye house of Lieut John Howland on ye north side of sd road and ye barn of sd Howland on ye south his sheep yard in ye highway runing by ye house of Elder John Chipman on ye north and ye house of John Otis on ye north bounded by three marks set up within his fence on ye south side of sd road runing through or by ye foot of ye lands of Samuel Hinckley

Senr, bounded by marks set up within John Otis his fence on ye north side of sd way, runing over ye bridge called Hinckley's bridge thro ye lands of Joseph Blish bounded by marks on ye side of ye sd way neer ye marsh between ye lands of Mr. Samuel Allin and sd Blish bounded by three marks set up within ye fence of sd Allin on ye north side of sd road & sd Allins and ye house of Joseph Blish on ye south side of sd road running by ye house of Widdow Annable's and ye house of Thomas Ewer both on ye north side of sd road bounded by two marks set within ye fence on sd Ewer's land on ye south side of sd road, running by or neer ye upper end of Deacon Crocker Junr. his land, on ye south side of a great rock partly at ye head of the lands of Austin Bearce, runing through a valley to coming into ye old road neer ye land of Thomas Huckins, always provided that Dea. Crocker Junr. make ye way that is turned out of ye old road (at his Desire) or cause it to be made a good convenient passable way till it come into ye old road again, runing above ye houses of Thomas Huckins James Hamlin Senr. Mr. Russel neer by ye meeting house all on ye north side of sd road, by ye pond called formerly Coggins pond on ye north side of sd way leaving ye Governours house on ye south and his barn on ye north side of sd road bounded by three marks set up within his fence on ye south side of sd way, from thence runing by ye house of John Lothrop and Mr. Barnabas Lothrop on ye north side of sd way & so thro ye lands of Capt. Lothrop between ye house of sd Capt Lothrop on ye southwest & ye house of Melatiah Lothrop on ye northeast side of sd road & along by ye house of Thomas Lothrop on ye north side of sd road being too narrow ye breadth of his stone wall in ye bottom neer his house, & so going along by Isaac Chapman's house and shop on south side of sd way being too narrow is bounded into his land on ye north side of sd way from ye corner of his stone wall to Henry Taylor's fence, sd road going along by ye house of Saml Sarjant on ye south side and ye house of John Davis Senr. on ye north side of sd way up ye hill called Cobbs hill by ye house and shop of Lieut James Lewis on ye south side of sd way too narrow at his barn three foot, & so sd road lying along neer ye house of Mr. Bacon on ye north side of sd way leaving ye house of Serjant James Cobb on ye south side & ye house of Ensign Shobel Dimock on ye north side of sd road sd way too narrow ye breadth of his fence from John Scudders to a stake set in his field in ye swamp, sd way runing along close by ye house of Henry Taylor on north side of sd way bounded by a little stone & a stake in ye swamp within ye fence on ye south side of sd way lying along by ye house of George Lewis & ye house of Thomas Hinckley on ye south side of sd way bounded by a little stone in ye swamp within his piece. Said way runs by Saml Cobbs house & Josiah Davis his house on ye

north side of sd way bounded by a stake in his field on ye south side and by Joseph Benjamin's fence by a stone set in his field and by three stones laid together and by a little stone drove into ye ground with little stones laid about it on south side of sd way, runing along thro ye lands of James Gorham leaving ye house of Josiah Hallett and James Gorham on north side of sd way bounded into the field of sd Gorham on south side of sd way by three stones & stones laid together at ye west corner of his fence of sd field & so thro ye lands of John Gorham leaving his house and barn on ye north side of sd road bounded by a stake set within his hay yard fence between his house and barn & so running to ye bounds of Yarmouth neer where are three great stones laid together being laid all along forty foot.

"The names of ye Jury: CAPT. LOTHROP,
LIEUT. HOWLAND,
ENSIGN DIMOCK,
JAMES GORHAM,
JABEZ LUMBART,
JAMES COB, SAML COB,

NATHL. BACON, ENSIGN LUMBART, LIEUT.
JAMES LEWIS, JOHN PHINNEY, JOB CROCKER, SAMUEL
HINCKLEY SR., JOSEPH BLISH, JOSIAH CROCKER,
JAMES HAMBLIN JR."

The town, tiring of long trips to Plymouth for grinding, in 1687 ordered that a wind mill be built, either on Cobb's hill or the old Meeting House hill, and appropriated money and land to pay for it. Thomas Paine of Eastham constructed one on Meeting House hill, much to the satisfaction of Barnabas Lothrop and Samuel Allen, who were the committee to oversee the work. The same year John Andrews and others were granted a tract of eight or ten acres at the river by John Goodspeed's, and the benefit of the stream, "to build and keep a fulling mill," but there is no record of its being built. Roads were rapidly laid out, branching from the county road. In 1689 the same jury, whose names have been given, opened a highway into the woods opposite the Dimock house, another into the common field, and by the opening of this communication permission was given for another fulling mill, which was erected on the river where the Goodspeeds resided—now Marston's Mills—and Thomas Macy, or Massey, was made keeper of it. The contract with the town was that it should be kept running twenty years, and it was, much longer. The reader of the present day can hardly realize that the wool and flax at that time, and a hundred years later, were spun and woven into cloth for domestic use, and the fulling mill was as necessary as the grist mill. In 1696 other roads were laid out, and Mr. Otis had permission to build a warehouse on Rendezvous creek. He was given forty feet

square of land for the purpose, and this was the first store-house on the harbor in that part of the town east of the present court house. Rendezvous creek is said to have run northerly across the marsh, and had its source in the swamp back of Eben B. Crocker's residence.

Prior to 1700, communities had sprung up and started the various industries that the town needed. The creeks that furnished the power for mills were south of the ridge that lines the marshes and harbor on the north side of the town. In 1696 we find along the south shore John, Benjamin and Ebenezer Goodspeed, Thomas Macy, John, James, William and Andrew Lovell, John Issum, Thomas Bumpas, Dolor Davis, Thomas Lewis, Joshua Lumbert, John Linnel, John Phinney, jr., Edward and John Lewis, Joseph Lothrop, jr., Edward Coleman, and the Hallett, Crosswell, Bearse and Claghorn families. These names are largely represented now along the southern side of the town, at Cotuit, Marston's Mills, Osterville, Centreville and Hyannis.

In 1703, after a controversy of many years, a final division and apportionment of the land of the proprietors was made. They divided about six thousand acres among those who were entitled to the lands, and this bone of contention was removed. Too many who were not proprietors, nor their descendants or assigns, wanted rights in the commons, and the final division was much complicated by the great number of actual owners. They reserved eighty acres for schools, known as the school lot, in the south part of the town, and eighty for the ministry, known as the minister's lot, on the north side.

There was a poor house, prior to 1768, in the western part of the town, for that year it was "voted to build a new poor house on the site of the old one;" but when the first was built, neither tradition nor records give any date. This house of 1768 was used until 1821, when a new one was built on the farm which Parker Lombard had bequeathed "to the support of the poor for ever." This is the house now in use, situated at West Barnstable. The Lombard tract mentioned, extends from the poor house north to the harbor. The old road running from the church to the cemetery is in part the eastern boundary of the tract.

The revolutionary war occupied almost the entire thought of the people of Barnstable, but did not preclude the idea of the importance of a mail from the large centers on the main land; and in 1775 the town conferred with Sandwich concerning a mail and stage line to Plymouth and Boston, which was very soon opened. Barnstable was early in line with her first quota of troops for the war, and had Joseph Otis, Nymphas Marston and Sturgis Gorham as its first war committee. The so-called tory element strongly existed here, and at a town meeting in 1776, at which 140 voters were present, only sixty-five voted on the question of sustaining the continental congress in its

declaration of the independence of the colonies—thirty for and thirty-five against. A strong resolution was at once signed by the loyal citizens of the town, condemning the action of the meeting, and urging as the reason for such a vote, a misunderstanding of the question and intimidation by lawless people at the meeting. The near future proved that the vote was not the sentiment of the town, and delegates were sent who were instructed to enact such rules as in their mature deliberation would conduce to the safety, peace and happiness of the people. The war was long and the colonies were young and poor, and in 1781, before peace was declared, Barnstable failed to send the quota required for Rhode Island and West Point; but by the almost superhuman efforts of the leading men, the town's credit was retrieved, and peace, in 1783, dawned upon a people who had, for the years of the war, endured a more than proportionate share of its attendant evils.

The war of 1812 made its calls upon the patriotism and means of the Barnstable people, as upon others, and the town responded as promptly.

The prosperity of the town during the first half of the present century was marked; a printing office was permanently established, and every part of the town seemed to open into new life and greater importance. The descendants of the sterling fathers of the town were filling the highest places in the courts and councils of the land, or were merchant princes in the distant cities. In 1839, September 3d, these children visited their homes to assist in celebrating the two hundredth anniversary of the birth of Barnstable as a town. It was a scene of reverential devotion, enjoyed alike by its citizens and the officials of the commonwealth. John G. Palfrey, a former resident of Barnstable, delivered the address, which has been pronounced an able production. At this date the town was at the acme of its strength and beauty; its harbor was busy with shipping and its shores were white with salt works; its fields were golden with ripening harvests, and its many spires of church and school edifices pointed to God and knowledge. At that date the statistics indicate no beggars in the town, no idlers nor sots, and only three in jail—and they foreigners.

The population had steadily increased to the year 1860, as the census report by decades will show. In the Colonial report of 1765 it was 2,108; in 1776, 2,610. The United States report of 1790 was 2,610; in 1800, 2,964; 1810, 3,646; 1820, 3,824; 1830, 3,974; 1840, 4,301; 1850, 4,901; 1860, 5,129; 1870, 4,793; 1880, 4,242; and in 1885 the population of the town was 4,050.

The people of Barnstable in one respect overdid the Puritan idea of using the meeting house for public purposes, for their public meetings were continued in that manner until nearly the middle of this

century—the present town house being the first building erected by the town for civil uses only. About 1840 the subject of a town house was agitated—some wishing to utilize what is now the Baptist church, and others wishing to have it on the south side of the town. Zenas D. Bassett and others were finally appointed a committee to locate a town house at the geographical centre of the town, which was found to be within the bounds of the Iyanough pond. It was therefore decided to locate it where it now stands, and a good building was erected soon after. It is centrally situated, has every convenience outside and in, and is a credit to the town.

Notwithstanding the lapse of 250 years since the incorporation of Barnstable, which great period would seem to preclude such an idea, a singular memento of primitive times was brought to the eyes of the citizens of Barnstable village on the 18th of March, 1889, in the form of a young deer that came from the woods south of the railroad station; he ran across the track, down through the fields in front of the *Patriot* office, by the jail to the vicinity of W. D. Holme's shop, and from thence back, across the track, to the woods again. He went over fences and walls with easy bounds, and presented a novel sight to those fortunate enough to witness it.

SCHOOLS.—The proprietors' records indicate an early and unflagging interest in the means of education. In fact none of the older towns were so prompt in appropriating annually the requisite fund for sustaining the common school. As early as 1714 the town voted an additional sum to their accustomed appropriation, that the teacher could teach six months in the south part of the town—dividing the year with the settlement in the north part. Prior to this time one school had served the purpose of the town. In 1731 a grammar school was added to the common school and £65 was voted for its support. In 1732 Mr. Bennett was employed as master and was to divide his time between the two parishes, casting lots to determine which should have the first term. Private dwellings were used for school purposes until 1735, when it was voted to have two grammar school masters—one in each parish—and that a schoolhouse be built. But the first school building, which was erected near the old burying ground, was not built until 1771.

In 1789 the appropriation for schools was £150, the privations caused by the war, or internal differences not having abated the zeal of these fathers in religious and educational interests.

The dawn of the present century found the schools of Barnstable in a prosperous condition. Every improvement in its system, as developed by the more liberal laws and enlightenment of the commonwealth, had been eagerly seized by the people of this town. They also inaugurated, through individual support, a system of

select schools which flourished many years, affording advantages not belonging to the common school. By the middle of the present century nearly a score of pretty school buildings here and there dotted the landscape of the town; and soon after, by a law of the Commonwealth the children at an inconvenient distance were conveyed to and from the schools at public expense, which greatly increased the attendance and average standing of pupils.

Enoch T. Cobb gave the town \$10,000, the income from which is devoted as he directed to the purchase of school supplies. These monies and the interest from the Percival fund have been assiduously applied, and the efforts of efficient officers have been seconded by a background of liberal public sentiment until the schools of Barnstable occupy a high plane of perfection. The sciences of physiology and hygiene, penmanship, language and music have been properly introduced with the most satisfactory results. The school buildings are commodious and neat, embracing every needed improvement, and are kept in the best possible condition. In 1849 the Hyannis section erected the best house yet seen here, and which was subsequently purchased by the town. West Barnstable has another fine one recently erected. The school building at Centreville erected since, is one of the finest edifices in the town. The publication of the names of meritorious scholars, as adopted by the school committee, has resulted in good. The committee now publishes rules for the use of books, which the town furnishes to the schools; also rules for the care of the buildings and apparatus, and conduct of pupils, all of which has greatly advanced the cause.

The last report of the school committee is most flattering, and the citizens may well be pleased by a comparison with other towns. Seven grammar schools are distributed through the town, also one high school, two intermediate and thirteen primaries. Thirty-four teachers have been employed during the year and twenty-five school rooms have been used in the education of the young. The registered number of pupils was 743, the average per cent. of their attendance being 90.46 for the terms of the year. The school buildings are valued at \$34,000, besides the large amounts invested in apparatus and books. The amount paid for school purposes for a year is over \$12,000, of which five-sixths is raised by tax.

The distribution of the schools and their gradation is most admirably adapted to the wants of the town—section No. 1, East Barnstable, a primary; No. 3, Barnstable village, grammar and primary; 4, Pond village, a primary; 6, West Barnstable, a primary and grammar; 8, Plains, a primary; 9, Newtown, a primary; 10, Cotuit, primary; 11, Cotuit, Intermediate; Santuit, grammar and primary; 12, Marston's Mills, mixed school; 13, Osterville, primary and gram-

mar; 15, Hyannis Port, mixed; 16, Hyannis, grammar and primary; 17, Hyannis, intermediate; 18, Hyannis, high, grammar and primary; 20, Centreville, grammar and primary; and 21, Cotuit, High-Ground, primary.

The facts given are substantiated by the reports published in 1890 for the year 1889. This effective outgrowth is the realization of an idea of generations, a system that has evolved the government and secured liberty and prosperity. Contemplate the wisdom and foresight of the fathers who two hundred years ago struggled to establish such an unparalleled success! They laid the foundation work of the marvelous structure that has bedecked the land with institutions, and has guided the body politic. Through these lesser and local sources—integral parts of the Commonwealth—the perpetuity of the whole system of civil and Christian liberties is secured; and to Barnstable, as a town, is much credit due for the thorough and active part taken in this foundation work.

CIVIL HISTORY.—The record of the transactions of the citizens of Barnstable as a body politic does not differ materially from that of other towns, as the people were under the same government. The first acts of the community were under the sanction of an incorporated town, however crude the advantages of the inhabitants may have been. It is traditionary, but supported by private memoranda, that the first town meeting was held around the same rock where the religious meeting was held, which is described elsewhere. Not for several years was the combined meeting and town house erected; but the public meetings of the town were as regularly called as the religious.

In the town meeting of 1640 it was ordered that no one within the plantation shall make sale of his house or lands until he has offered the same to the proprietors; but if the proprietors do not buy he must furnish a purchaser to be approved by them. The town meeting of 1641 was devoted to the laying out of lands, of which Thomas Lothrop and Bernard Lombard were appointed "measurers" to lay out and "bound with stakes." The records of these measurements are not to be found; Amos Otis, Esq., says they were filed at Plymouth, and lost by fire; he also is the author of the tradition that the lots were from six to twelve acres each and were laid out to the north of Rendezvous lane. In future town meetings the subject of divisions of lands was paramount to all others. The training grounds, with the stocks and whipping post, were not forgotten. On the green just east of the Baptist church was the old green; and in June, 1642, John Casely was condemned to be publicly whipped there, and his wife Alice was placed in the stocks while the wholesome duty was being performed.

There were forty-five voters in 1643. The duties of the officers of the town were increased in 1645 by the necessary arrangement for the town's quota of men for the Narragansett expedition. In 1646 the people had the new meeting house for public gatherings, as was the custom; and this invariable rule, to construct the meeting house for civil and religious meetings as soon as possible after a plantation had been seated, has followed the descendants of the Pilgrims wherever they have planted a colony.

In 1651 the order was made to record the bounds and titles of lands in the plantation, and gate keepers were appointed; later, in 1655, it was ordered that Captain Miles Standish and Mr. Hatherly have authority to settle all difficulties with the Indians, which might be submitted to them by the deputies. In 1661 William Crocker and Thomas Huckins were appointed "to take notice of such as intrude themselves into the town without the town's consent."

In 1662 the town meeting "ordered that the sons of the present inhabitants shall be successively received as inhabitants and allowed equal town privileges in the Commons and other privileges of the present inhabitants, at the day of their marriage, or at the age of 24, whichever happens first," and at that meeting Samuel Bacon, Samuel Fuller, Caleb Lumbard, Jabez Lumbard, Samuel Fuller, jr., Joseph Benjamin, Nicholas Bonham, James Hamblin, Thomas Lumbard, Samuel Norman, Samuel Hicks, James Cobb, Edward Coleman, John Howland, John Sargeant, John Crocker, Edward Lewis, Daniel Stewart, Thomas Ewer and John Lewis were admitted, making the number of voters in the town sixty-five, which number was increased to eighty-nine in 1670 by other additions. When the number of freemen and voters was recorded in 1670, the commons' meadows were ordered sold. The list of freemen and their widows not heretofore given, were: John Thompson, Henry Taylor, Edward Taylor, Moses Rowley, Mark Ridley, Samuel Storrs, John Scudder, William Sargeant, John Phinney, sr., John Phinney, jr., Jabez and Jedediah Lumbard, Benjamin Lumbard, Caleb Lumbard, Widow Lothrop, Widow Lumbard, John Otis, Robert Parker, Joshua Lumbard, sr., Melt. Lothrop, Joseph Lothrop, Ralph Jones, John Jenkins, John Huckins, John Howland, John Hinckley, Barnabas Lothrop, Widow Lewis, Thomas Lewis, John Lewis, James Lewis, Edward Lewis, Shubael Dimock, Nathaniel Fitzrandal, John Fuller, Matthew Fuller, Samuel Fuller, sr., Samuel Fuller, jr., Samuel Fuller, son of Matthew, John and Nathaniel Goodspeed, Samuel Allyn, Nathaniel Bacon, jr., Peter Blossom, John Chipman, James Claghorn, James Cobb, Job Crocker, Josiah Crocker, Robert Davis, Thomas Dexter, William Dexter, William Troop, Thomas Walley, sr., John Gorham, Joseph Hallett, Bart. Hamblin, James Hamblin, sr., and James Hamblin, jr.

During these years the laws were rigidly enforced, as will appear from the entry in the record of 1677, that the aged widow, Annable, was fined one pound for selling beer without permission. The strict, law-abiding principle of the people is more marked when it is known that at this time men were permitted to sell cider and liquors by wholesale and retail.

In 1693 the whole commons' meadows that had been left were divided among those who had a right. This year it was found that the town had 164 freemen and voters. In 1696 the great marshes were divided and parceled out by lot. The town was divided in 1700 into two training districts—the dividing line began “at Dea. Crocker’s, and, as the way goeth, up to the head of Skonkenet river, and as the river runneth, into the South Sea.” The eastern part was to be the 1st Foot, under Captain Gorham, and the western the 2d, under Captain Otis.

In 1733 the line between Yarmouth and Barnstable was again adjusted, and the selectmen took measures to present the disorderly conduct of Indians, negroes and other persons at night. Wild cats molested the good people too, for the same year two pounds per head was offered as a bounty. In 1738 the town ordered Mr. Marston to open a passage through his mill dam for alewives, and in 1751 Mr. Marston was to have one-fourth part of the herrings taken at his mill brook, he to keep the passage open. The selectmen were greatly exercised in 1757 to provide for the welfare of the town during its visitation by small-pox.

In 1785 an effort was made, with success, to prevent the cutting of wood on Sandy neck, thinking to protect the meadows from drifting sands. The passage of alewives to and from the ponds was the care of civil authorities in that year, and especially did they legislate to assist the poor fish around and by Macy’s mill. In 1786 the town asked that the great bridge be made a county charge, but the inhabitants were very soon after warned to turn out for work on it. In 1789 the same wolf, that was worthy of mention in the Sandwich town records, was declared an outlaw, and a reward was offered for the public display of his head here in Barnstable; the selectmen would give fifty pounds if it could be shown by a Barnstable man, and twenty-five pounds if they could see the head and ears of this precious wolf in the hands of some one from any other town.

The doings of the town, as recorded, related largely to the affairs of war, raising troops and money, through the excitement of the revolutionary war and that of 1812–15. The proprietors’ meetings about their lands long ago had been discontinued. Their last meeting as proprietors was held March 7, 1836, when they empowered Seth Hallett to make two copies of their proceedings, which was done, and the

originals are in the office of the register of deeds. These records closed July 8, 1795. The civil duties of the officers of the town down to the breaking out of the war of the rebellion were confined to the interests of roads, schools, the poor and improvements.

In the years 1861-65 Barnstable nobly did its duty. The number of men sent from the town during the rebellion aggregated 240 for land and sea, exclusive of men engaged in transporting. These particulars are more fully given in a prior chapter.

The old records having been lost, the first officers of the town may be imperfectly listed; but the following names, dates, and years of service, if more than one, have been compared and made as correct as possible. While the towns were entitled to deputies to the general court, and while represented as towns, we give the list here. Since 1857, when districts were formed, the list of representatives will be found in Chapter V. In December, 1639, Joseph Hull and Thomas Dimmock were sent to general court; Hull went for one year and Dimmock eight. Beginning in 1640, Anthony Annable went for twelve different years; in 1641, William Thomas; 1642, John Cooper, 2; 1643, Henry Rowley, and Henry Bourne, 2; 1644, Henry Cobb, 9; 1645, Isaac Robinson, 2; 1646, Thomas Hinckley, 6; 1652, Nathaniel Bacon, 13; 1656, John Smith, 3; 1663, John Chipman, 7; 1666, Joseph Lothrop, 15; 1669, Thomas Huckins, 9; 1670, William Crocker, 3; 1672, John Thompson, 2; 1675, Barnabas Lothrop, 7; 1682, Samuel Allyn, 3; 1685, Shubael Dimock, 3; 1689, John Gorham, 3; 1692, John Gorham, 3, and John Otis, 8; 1695, John Green; 1700, Thomas Hinckley; 1701, John Bacon, 2; 1704, Samuel Hinckley, 2; 1705, James Hamblin; 1707, Samuel Chipman, 3; 1711, Joseph Lothrop, 3; 1712, Daniel Parker, 4; 1718, Shubael Gorham, 20; 1737, John Russell, 2; 1741, Sylvanus Bourne, 2; 1743, Robert Davis, 2; 1745, James Otis, 20; 1757, Edward Bacon, 8; 1763, Cornelius Crocker, 2; 1765, Nymphas Marston, 6; 1771, David Davis, 4; 1775, Joseph Otis; 1776, Eli Phinney; 1777, Ebenezer Jenkins, 3; 1780, Sturgis Gorham, 4; 1782, Shearj. Bourne, 7; 1783, Samuel Hinckley, 2; 1786, Lot Nye, 3; 1790, Samuel Smith, 2, and Eben Crocker, 2; 1798, David Scudder; 1802, Isaiah L. Green; 1803, Jonas Whitman, 8; 1804, Richard Lewis, 4; 1807, Eben Lothrop, 2; 1809, Jabez Howland, 7, and Joseph Blish, 2; 1810, Job C. Davis, 2; 1811, Nehemiah Lovell, and Naler Crocker, 8; 1812, Lemuel Shaw, Nathaniel Jenkins, 3, and William Lewis, 12; 1821, Nymphas Marston, 3; 1824, Benjamin Hallett, 2; 1830, David Hinckley, 8, and Charles Marston, 4; 1831, Henry Crocker, 6; 1833, Zenas Weeks, 5; 1834, Nathaniel Hinckley, 8; 1837, William A. Lewis, and Samuel Pitcher, 2; 1838, Seth Goodspeed; 1839, Daniel Bassett, 2, and Thomas B. Lewis, 5; 1843, Josiah Hinckley, 4, and Job Handy, 2; 1845, Charles C. Bearse, 2; 1847, Samuel A. Wiley, 2; 1853, Edwin Baxter; 1855, R. S. Pope, and Asa E. Lovell, 2; 1856, John A. Baxter, and Nathan Crocker, 2.

The records of the election of selectmen for the first seventy-five years are also imperfect. As far as possible the names of these will be given. It is known those mentioned in the list served, and some of them for several years. Nathaniel Bacon, Tristram Hull, John Chipman, John Thompson, William Crocker, Joseph Lothrop, Thomas Huckins, John Gorham, Barns. Lothrop, James Lewis, Samuel Allyn, John Howland, Shubael Dimock. From 1714 more reliable data is found, and the date of election and time of service can be given. That year John Lewis was elected and served 2 years; also Joseph Lothrop who served 3; John Baker, 7; and Joseph Smith, 18; 1716, John Thacher, 8; 1719, George Lewis, 8, and David Loring, 10; 1720, Shubael Gorham, 12, and Joseph Hinckley, 13; 1723, Joseph Crocker, 6; 1727, Sam'l Chipman, 3; 1730, Benj. Crocker, 3; 1732, Col. Gorham, 1; 1733, David Crocker, 19; 1735, John Thacher, 4; 1738, Robert Davis, 14; 1740, John Gorham, 6; 1745, James Otis, 14; 1751, Matthias Smith, 2; 1752, Silvs. Bourne, 3, Joseph Blish, 3, and Dan'l Davis, 25; 1756, Edw. Bacon, 12, and Isaac Hinckley, 5; 1762, Nymphas Marston, 11; 1765, Eli Phinney, 6, and Matthias Fuller, 3; 1772, Joseph Otis, 5; 1776, Eben. Jenkins, 3; 1779, Jona. Crocker, 5, and Thos. Crocker, 2; 1781, Eleazer Scudder, 1; 1782, Lot Nye, 3; 1783, Joseph Davis, 1; 1784, Eben. Bacon, 19; 1785, David Parker, 6, and Joseph Smith, 10; 1791, Joseph Crocker, 10; 1795, David Scudder, 4; 1798, Nath'l Lewis, 3, and Richard Lewis, 29; 1801, Nath'l Jenkins, 7; 1805, John Davis, 8, and Jno. Crocker, 2; 1807, Jno. Bodfish, 10; 1813, Isaac Hodges, 2; 1815, Naler Crocker, 13; 1820, Lemuel Nye, 8; 1827, Asa Hinckley, 1; 1828, James Marchant, 3, and Chas. Marston, 8; 1829, James Smith, 2; 1831, Josiah Hinckley, 4, and Zach's Hamblen, 2; 1833, Eben. Bacon, 10, and Stephen C. Nye, 4; 1836, Henry Crocker, 2, Nath'l Hinckley, 10, and Samuel Pitcher, 2; 1838, Daniel Bassett, 10, and Lothrop Davis, 9; 1840, Zenas Weeks, 1, and James Lewis, 2; 1842, Seth Hallet, 2; 1843, Thos. B. Lewis, 2; 1845, Thos. Stetson, 3; 1848, Chas. C. Bearse, 24; 1849, Fred. Scudder, 7; 1850, Chas. Lewis, 2; 1851, Robinson Weeks, 1; 1856, Luther Hinckley, 1; 1857, Nath'l Hinckley, 2, and Joseph R. Hall, 13; Ebenezer Bacon, 9; 1866, Fred'k Scudder, 1; 1869, Nathan Crocker, 3; Samuel Snow, 6; 1871, Andrew Lovell, until his resignation January, 1890; 1872, Levi L. Goodspeed, 7; 1876, Zenas E. Crowell, 8; 1878, Nathan Edson, 7, Abel D. Makepeace, 4, and Charles C. Crocker; 1888, Eben B. Crocker. The board in 1890 is the last two named, and Cyrenus A. Lovell.

The following served as town clerks from the formation of the town, but no dates can be accurately given until about 1772. The first was Thomas Hinckley for many years, succeeded by Joseph Lothrop, Samuel Allyn, John Otis, Nathaniel Otis, David Crocker, Isaac Hinckley, Robert Davis, Daniel Davis, Edward Bacon, Samuel Jenkins; and then Josiah Crocker served 9 years. In 1780 he was succeeded by

Eben Bacon for 25 years; in 1805, Jabez Howland, 8; 1812, Nalor Crocker, 11; 1824, James N. Howland, 2; 1826, Josiah Hinckley, 11; 1837, Calvin Stetson, 6; 1843, Frederick Parker, 2; 1844, Ferdinand G. Kelley, served until 1885—the longest term on the records; and he was succeeded by Charles F. Parker, who is still in office.

Prior to 1812 the office of treasurer was distinct from that of clerk, and was filled in succession by Eben Lewis, John Otis, Robert Davis, Isaac Hinckley, Daniel Davis, Joseph Otis, Jonathan Crocker, Thomas Crocker, and Jabez Howland. From this treasurer until the present time the offices of clerk and treasurer have been filled by the same person.

CHURCHES.—In 1616 Rev. Henry Jacobs organized a Congregational church at Southwark, London, of which John Lothrop became pastor. In 1634 about thirty of this church, with Mr. Lothrop, immigrated to this continent, locating in the wilderness of Scituate, where they were joined by thirteen of the church who had previously arrived. October 31, 1639, Mr. Lothrop, with the majority of the Scituate church, as already appears, came to Barnstable. A few days after the arrival a fast was held "to implore the grace of God to settle us here in church estate, and to unite us together in holy walking, and to make us faithful in keeping covenant with God and one another." That the church here progressed and worked harmoniously is evinced by Mr. Lothrop's diary, which says: "April 15, 1640, a day of fasting and prayer on occasion of the investing of Br. Mayo with the office of teaching elder, upon whom myself, Mr. Hull and Br. Cobb lay our hands; and for the Lord to find out a place for meeting, and that we may agree in it." Tradition has it that the first meetings held in Barnstable were on and around a large rock westerly of Coggin's pond, on the north side of the county road. This rock has ruthlessly been removed, but a portion of it has been permanently placed at the southeast corner of the premises of Edward Scudder, in the north line of the highway.

The lapse of 250 years renders tradition dim, and even the small amount of records extant cannot definitely give the date of the building of the first meeting house or where it stood. It is clear that none had been built in March, 1644, for Mr. Lothrop said in his diary, March 24th, "our meeting being held at the end of Mr. Burseley's house." But by the same diary it appears that "May, 1646, met in our new meeting house." Where this first meeting house was located is in doubt. There are those who say it was near the present Baptist church in the village of Barnstable, but all there is in the records to substantiate the tradition is that Mr. Lothrop, the pastor, was given land near that meeting house and he first lived nearly opposite the present court house. Mr. Palfrey said the first was one-fourth of a

mile west of the present East Parish church, on the west side of the old burying ground. Mr. Otis says, "The first meeting house stood in the ancient graveyard on the opposite of the road from Mr. Hull's house." It was undoubtedly near the old burying ground by the present Methodist Episcopal church.

Mr. Lothrop died November 8, 1653, and tradition says it was in the house now occupied by the Sturgis Library. William Sargeant filled the pulpit for years afterward and there arose some disquiet in the church. In 1662 a virtual separation of a portion of the members occurred, the church refusing fellowship with them.

Rev. Thomas Walley was the recognized minister in 1663 and continued fifteen years. In 1681 a new meeting house was erected at a cost of £100, and is said to have stood on the top of the hill on the John Phinney lot, west of the pond; and this building was used until the Second parish church was erected by the division of the original parish.

In 1683 Rev. Jonathan Russell was ordained minister. He died in 1711, and was succeeded in 1712 by his son, Jonathan Russell, jr. The organization, at this time, of a second parish was urged, and as strongly opposed, but in 1716 a sufficient number of persons, with means, commenced building a new meeting house at the east end of Cobb's hill, without waiting for the legal incorporation of a separate parish. This edifice was used fully one hundred years afterward on the site of the present Congregational church opposite the custom house in the village of Barnstable; but not until 1717 was the division in the parish effected, and the East parish erected; and then not until after much discussion and great deliberation. The line of separation between the East and West parishes was designated as running "from a little east of Joseph Crocker's place south to Oyster river," now generally called Bump's river, where the division line is substantially now.

The West parish erected a new meeting house in 1718, in which the first service was held on Thanksgiving day, 1719. This is substantially the same church building now at West Barnstable in use by the West or First parish. Mr. Russell, the minister in charge at the time of the division, chose to remain with the West parish. No renewal of organization was needed, nor installation of pastor who carried the records with him; and this was called the First church.

Upon the facts already stated from records and upon others not so fully authenticated that the majority remained members of the West parish, rests the statement that it is the oldest Congregational society in New or Old England.

After a pastorate of forty-seven years Mr. Russell died in 1759, and was succeeded by Rev. Oakes Shaw, who died in 1807. This West parish, after the new church was erected, had some differences of

opinion in regard to the manner of worship, and this was during Mr. Russell's pastorate. Some wished the music conducted in a way that was not conducive to the harmony of others, and June 12, 1726, the civil officers were called upon "to detect and bear testimony against such iniquity." But it was voted "to sing the regular, or new way, till the church order otherwise."

In 1807 Rev. Enoch Pratt was called to the pastorate. At his own request, after twenty-seven years, he was dismissed, and was succeeded by Rev. Alfred Greenwood in 1836. In 1840 Rev. Thomas Riggs was installed pastor, and he was succeeded in 1843 by Rev. Alonzo Hayes. Rev. Ebenezer Chase supplied for 1851. In 1852 Rev. Hiram Carleton became stated supply, continuing till 1861.

In 1853 the church building was repaired and renewed, retaining the body of the old one. The modern windows were substituted, a new covering was put on, and twenty feet was partitioned from the main building, forming suitable vestry and assembly rooms. The church had long had a bell—the gift of Colonel James Otis—said to be the first church bell in the county.

In 1863 Rev. Henry A. Goodhue became the pastor and remained for several years. Rev. Robert Samuel served part of 1883-84 as supply, and then as pastor until March, 1886. After an interim of a few weeks the pulpit was filled by occasional supplies—Reverends King, Clark, Lord, Wheeler, Parker and Borchers. Rev. J. K. Aldrich, of Hyannis, supplied in 1889.

The East parish purchased the church edifice on Cobb's hill of the individuals who had in 1717 erected it, and preaching was held for a few years without settling a minister. Messrs. Welstead, Wigglesworth, Cotton, Waldron, Ward, Gold, Perkins, Gee, Smith, Hillhouse, Russell, Leonard and others officiated, and not until May 12, 1725, was Rev. Joseph Green ordained the settled pastor of the parish, and the same day the church organization was effected with sixty-four members as the regular, independent, Congregational church. Rev. Joseph Green died October 4, 1770, and was succeeded in 1771 by Rev. Timothy Hilliard, who was allowed to withdraw from the pastorate in 1783. November 12th, the same year, Rev. John Mellen was ordained the successor.

In 1801 Rev. Jotham Waterman was chosen pastor, and dismissed July 13, 1815. Rev. Oliver Hayward was ordained to succeed him in October, the same year, and was dismissed by his own request in 1818. Rev. Edward Q. Sewal was ordained as pastor December 22, 1819, and remained three years, being succeeded October 6, 1824, by Rev. Henry Hersey, who in turn was succeeded in 1837 by Rev. George W. Woodward for two years. The pulpit was temporarily supplied for several years until October 1, 1849, which terminated the period of Rev. Caz-

neau Palfrey's labors. Rev. J. N. Bellows, brother of Rev. Henry W. Bellows, of New York, preached from March, 1849, to 1852, and was succeeded in June, 1853, by Rev. T. Daggett for six years. Rev. J. B. Willard came in March, 1860, for two years, succeeded by Thomas Weston in 1863, who remained five years. Henry F. Edes was settled in April, 1869, for six years, then Rev. W. H. Mullett filled the pulpit from March, 1876, to March, 1877. After one year Rev. R. P. E. Thacher was settled three years, and since 1881 the parish has had no settled minister. The interim has been filled by several, and Rev. Frederick Hinckley, a native of Barnstable village, supplied in 1889. The religious society occupying the East parish church is the Unitarian Society of Barnstable.

The Centreville church was organized August 6, 1816, by the name of South Congregational in Barnstable. That year Ebenezer Coleman, James Hathaway, Ebenezer Case, Levi Kelley, Solomon Phinney, Benjamin Hathaway, Job Childs, James Crosby, Lewis Crosby, Paul Phinney and Ebenezer Bearse were dismissed from the East Parish to form this society. The church building was soon after erected, in the extreme eastern portion of Centreville, on what is known as Phinney's lane, and was moved to its present site in 1826. In 1848 the old building was taken down and sold in parcels and pieces, and the present one erected. A town clock was placed in its tower about 1856. Rev. Josiah Sturtevant commenced his pastorate in 1819, continuing five years, and was succeeded by Rev. William Harlow, who was installed in 1827. He was dismissed after three years, and Hazael Lucas came in 1831. William Merchant was ordained in 1835, and remained four years. He was succeeded by Elisha Bacon in 1840. In May of the same year the society was reorganized and called The Congregational Church of Christ in Centreville. Mr. Bacon was retained as pastor for several years. The society was successively supplied by Messrs. Gilpin, Edward Chamberlain, George Ford and E. Burgess—the latter for nearly three years. William H. Bessom came to preach in 1860, remained until 1863, and was succeeded by Rev. E. P. Stone in 1864, who served until 1866. Rev. Newton I. Jones served, and was succeeded by Isaiah P. Smith in 1877, for two years. Rufus Emerson came in 1880; Rev. Mr. Ayers in 1883; Rev. Mr. Scott for 1884; Mr. William Leonard for the years 1885-87 inclusive; and April 1, 1888, Rev. George H. Pratt became the pastor.

This church has been, and still is, an important factor in the list. It was the gathering place for church-going people of Osterville before they organized a church of their own. The first Sunday school was early organized by "Aunt Annah" Lewis, aunt of William Thacher Lewis, of Falmouth. She died about 1880, after a life of over four-score years of usefulness.

Before the organization of this church, the people of Centreville were compelled to go to the East Parish church at Barnstable village. It is an interesting fact, that in those early days the females would walk the entire distance carrying their best shoes and stockings in their hands until they arrived at the large rock, situated about one mile south of Barnstable village, by the roadside, and there change, leaving the old pairs behind the rock till their return. The rock is still by the roadside, but is dumb concerning the incidents of one hundred years ago.

The Baptist church of Hyannis is the parent society of many others in its vicinity, the articles of faith with its organization bearing date June 20, 1772. The deed of the lot on which stands the church building at Hyannis is dated 1788. The society worshipped here in a school house or small building until 1825, when a church was erected. The present substantial edifice was erected during the pastorate of Rev. Andrew Pollard about 1845-6. The records of the society are deficient between the years 1831 and 1853, during which time the names of the pastors only can be given. The pastors and years of installation are: Enoch Eldridge, 1788; Shubael Lovell, 1795; John Peak (called Father Peak), 1802, and again in 1819; Barnabas Bates, 1808; Simeon Coombs, 1818; Joseph Ballard, jr., 1829; Lemuel Porter, 1830; Edward N. Harris, 1831; William B. Jacobs, Andrew Pollard and D. C. Haynes in the interim; Samuel J. Bronson, 1853; W. H. Evans, 1867; W. P. Elsdon, 1873; George W. Fuller, 1880; and John A. Shaw, April 23, 1889.

Second Baptist Church, Osterville.—On the third of January, 1835, twenty-five members of the First Baptist church, Hyannis, withdrew for the purpose of forming a society at Osterville. This number included twelve men: Benjamin Hallett, George, Robert, Ellis and James Lovell, Daniel Childs and Benjamin Small of Cotuit; William Hinckley of Barnstable village; John Cammett, William Blount and Jonathan Kelley of Centreville, and Benjamin Jones of Marston's Mills. Hansard Hallett was also one of the original members. Thirteen ladies were also included: Clarissa, Sarah H., Jerusha and Lydia G. Lovell, Olive L. Allen, Lydia Hallett, Eliza Blount, Jemima Bearse, Hannah Robbins, Polly Small, Abigail Childs, Rebecca Hinckley and Pamela Thomas. The same day at a meeting, at the residence of George Lovell, arrangements were perfected for a church organization, and March 4, 1835, the council at the house of James Lovell in Osterville, organized the present society, electing Benjamin Hallett and Robert Lovell as its first deacons and George Lovell as clerk. Joseph Amos, the blind preacher, of Mashpee, assisted in this organization, and they adjourned to the public hall for religious service.

Sunday services were held at stated times in the East school house

until the erection of the present church edifice in 1837, which was dedicated January 4, 1838. A Sunday school was also organized in January, 1838. The first pastor, Flavil Shurtlif, came October 10, 1835, succeeded by Robert B. Dickey, October 2, 1836. William L. Dennis became settled as pastor December 24, 1837, succeeded by Ira Leland in January, 1840, and who was settled in July the same year, remaining until May, 1843. William S. Knapp then preached six months, and others supplied the pulpit until Tubal Wakefield was settled in 1847, who with his son, Leander, officiated until 1852. The society then depended upon supplies for three years. In 1855 Rev. Freeman B. Ashley was settled as pastor; in 1859 he was succeeded by Rev. Robert Harlow until May, 1860. The remainder of the year was supplied and Rev. W. A. Newell came, remaining until July, 1862.

In 1863 Rev. Allen E. Battelle was settled for two years, succeeded by Rev. Charles L. Thompson in 1865. He was succeeded in 1867 by J. K. Metcalf for two years, then by supplies until 1871, when Noah Fullerton was called and was retained three years. Rev. James Munroe supplied for a year, and Rev. F. E. Cleave came in 1875; Rev. H. M. Dean in 1878 for five months; Rev. P. P. Briggs, January 1, 1879; Rev. E. L. Scott in 1880; D. C. Bixby, 1883; Rev. G. W. Fuller, of Hyannis, supplied from March, 1885, to June, 1886, and was succeeded by F. A. Snow during that summer. Mr. Fuller supplied for the winter and spring following, and Rev. T. J. Ramsdell through the summer. In June, 1888, Rev. Bryant McLellan commenced his labors with the society and was ordained the settled pastor in April, 1889. The church edifice, remodeled and modernized, was rededicated December 15, 1889.

The Third Baptist church, Barnstable, is so called because its organization dated October 27, 1842, is subsequent in date to that of the Hyannis and Osterville societies. Its primitive members were: Dea. Samuel Childs, Mrs. Relief Chipman, Ann Allen, Lucy Childs, Lydia Jenkins and Misses Anna D. Allen and Mary A. Smith of the Hyannis church; Misses Jane and Abby Munroe and Mrs. Louisa Brown, of the New Bedford church; Mr. William Hinckley and Mrs. Rebecca Hinckley, of the Osterville church; also Mrs. Caroline J. Crocker, Rebecca Scudder and Mr. W. H. Brown.

The old court house was remodeled into a pleasant place of worship, which is still occupied. The pastors and time of commencement have been: Richard M. Ely, in September, 1843; William H. Dalrymple, April, 1849; S. G. Sargent, November, 1850; William Reed, October, 1852; W. W. Ashley, January, 1858; T. C. Russell, July, 1858; A. F. Mason, January, 1860; A. L. Farr, November, 1861; J. H. Seaver, November, 1863; J. Bronson, December, 1866; Nathan Chapman, November, 1868; J. H. Tilton, and Miles N. Reed, De-

cember, 1877; William S. Walker, June, 1878; Mr. Scott, July, 1884; Mr. Hurst for a short time; G. W. Burnham, October, 1887; and L. F. Shepardson for 1889. Dea. Samuel Chipman was deacon from its organization until his death in 1876. Daniel Davis is now the acting deacon, and Miss A. N. Hinckley is clerk.

The Methodists of Hyannis, prior to 1850, raised a fund to build a church for their worship, but were so divided in belief that the project was abandoned, and the two factions each erected one. The Protestant Methodists soon ceased public service, and the edifice became a hall—now the dwelling of Nathaniel Sears, the conductor. The Episcopal Methodists also soon discontinued their society, and the church building was sold to the Congregational society, September 16, 1854. This society was organized January 3, 1854, comprising many former Methodists. After the purchase, the edifice was repaired and enlarged for this new society, which is prosperous. In 1865 a front was added, containing a steeple, in which was placed a bell, and in 1878 the chapel by the side of the church building was erected. The pastors have been: J. U. Parsons, the first, three years, succeeded by Charles Morgridge, in 1858; H. A. Lounsbury, in 1865; J. W. Strong, 1870; J. W. Turner, 1873; V. J. Hartshorne, 1875; Stephen Smith, 1879; Rev. Mr. Angier, 1881; Charles E. Harwood, to December, 1882; R. J. Mooney, to 1884; J. K. Aldrich, January 1, 1885; Mr. Kavanaugh, 1887; and George W. Osgood, November 6, 1887.

The Catholic society of Hyannis was organized in 1850, and the most active in its organization and support was William Ormsby. In 1874 a church edifice was erected. Rev. Father William Moran, of Sandwich, was the first pastor, who was succeeded by other pastors from that church—Reverends Bertoldi, Kinnerny, McCabe, Brady and Clinton—once in each month. Father O'Connor, from Harwich, officiated in 1869, and Rev. C. McSweeney, of Woods Holl, is the present pastor.

The Methodist Episcopal society, Barnstable village, had a church edifice early in this century, which was moved to its present site less than sixty years ago. This building occupied a site to the west and south, and was repaired when removed. Its ministers have been: Benjamin Hazleton, in 1818; Isaac Jennison, in 1820; E. Taylor and Thomas Smith, in 1821; Lewis Bates, 1823; Bates and J. N. Maffett, 1824; Hezekiah Thacher, 1825; Thacher and C. G. Chase, 1826; Enoch Bradley, 1827; Warren Wilbur, 1828; H. Bronson and S. Heath, 1829; Bronson and C. Noble, 1830; F. Upham and J. B. Brown, 1831; A. Holway, 1833; W. Ramsdell and B. M. Walker, 1834; J. Steel and L. R. Bannister, 1835; Steel and H. H. Smith, 1836; E. Otis, 1837; Josiah Litch, 1838; Henry H. Smith, 1839; E. Jackson, 1840; G. W. Stearns, 1842; Stearns and G. W. Winchester, 1843; D. Stebbins, 1844; Edward A. Lyons.

1845; William Richards, 1846; Henry Mayo, 1847; James M. Worcester, 1848; G. W. Stearns, 1849; Edward B. Hinckley, 1851; James B. Weeks, 1853; Joseph Marsh, 1855; Daniel Webb, 1856; Seth B. Chase, 1862; Caleb S. Sanford, 1867; S. Y. Wallace, 1868; S. W. Coggeshall and N. B. Fisk, 1869; V. W. Mattoon, 1871; Silas Sprowls, 1873; supplies, 1875 to 1879; Y. B. Gurney, 1879; C. F. Sharp, 1881; Philo Hawks, still a resident of the place, 1883; H. N. Donnell, 1886; supplies in 1887; E. F. Newell, 1888; and George Bernreuter, 1889.

Rev. William Black, the honored founder of Methodism in Nova Scotia, New Brunswick and Newfoundland, preached the first Methodist sermon ever preached upon Cape Cod. He embarked for Boston from New York in a schooner, which put in at Hyannis, January 20, 1784, and being detained there, Mr. Black preached six sermons at Barnstable, where a deep religious interest was produced.

The services of the Protestant Episcopal church were held during the summer of 1889 in the village of Barnstable at stated periods. The society is largely composed of the visitors for the season. Rev. N. H. Chamberlain, of Bourne, officiated the past season.

The Catholic society held monthly services in Barnstable village during the summer of 1889, the few members being under the care of the Woods Holl priest.

The Methodist Episcopal Society, Osterville, dates its organization November 30, 1847. For some time previous there had been meetings of the people as Methodists, at the hall, and soon after the organization of the society a church edifice was built. It was erected in 1848 and remodeled in 1861. The old members interested at the first were: Oliver Hinckley and wife, Mrs. John Cammett, Benjamin F. Crocker, John F. Blossom, Lot Phinney, Joshua Lumbert, Bartlett Holmes, Daniel Lovell and wife, Mrs. Timothy Parker, Josiah Scudder, Jacob Lovell and J. Lovell. The ministers were: A. M. Osgood and L. W. Barber in 1847; J. B. Hunt, 1848; Mr. Tainter, 1849; John Tasker, 1850; J. B. Washburn, 1851; B. K. Bosworth, 1852; J. C. Allen, 1853; J. Burleigh Hunt, 1854; J. N. Collier, 1856; J. W. Willett, 1857; E. K. Colby, 1859; H. D. Robinson, 1861; Edward Edson, 1863; E. B. Hinckley, 1865; Edward Anthony, 1866; C. N. Hinckley, 1867; Solomon P. Snow, 1870; Charles H. Ewer, 1872; Mr. Cottle, 1874; J. W. Fitch, 1875; George H. Butler, 1877; E. S. Fletcher, 1878; S. H. Day, 1879; George A. Grant, 1881; W. W. Hall, 1884; Lewis B. Coddington, 1885; Mr. Dalrymple came in 1887 and Mr. Newell finished the year; and next Rev. Edward Gurney came.

The Methodist Episcopal Society, Marston's Mills, was formed quite early and was supplied as one of a circuit. Its church building was first erected at Yarmouth Port early in the present century, and about 1830 was purchased and removed to Marston's Mills. It was repaired

and remodeled in 1862. Several of the pioneer Methodist ministers preached here, but of them no definite data could be found prior to the coming of Rev. Joseph A. Hunt in 1854. In 1860 Benjamin Haines came; and in 1862 Thomas Pratt. Those who succeeded, and the year of their coming, are: John S. Fish, 1864; Charles O. Carter, 1866; Charles E. Walker, 1869; Rev. Mr. Daw, 1872; Mr. Townsend, 1873; Moses Dwight, 1875; John S. Fish a second time in 1877; Philo Hawks, 1880; James R. Cushing, 1882; Rev. A. H. Somes, 1884; and Rev. Edward Gurney, April 1, 1888.

The Methodist Episcopal Society, Centreville, dates from 1877, its members previously uniting with that at Osterville. It is now a prosperous young society, having had a chapel built for worship by Lucian K. Paine. This and the Barnstable Methodist Episcopal church were one charge in 1889. The ministers have been: George H. Butler, in 1877; Ephraim S. Fletcher, 1878; S. Hamilton Day, 1879; George A. Grant, 1881; W. W. Hall, 1884; Lewis B. Coddington, 1885; C. H. Dalrymple, 1887; Elmer F. Newell, 1888; and George Bernreuter, April, 1889.

Prior to 1846 the inhabitants of Cotuit and Cotuit Port agreed to erect a church in which both communities could assemble; but disagreements arose and the agreement was dissolved. The Cotuit people at once moved in the matter to erect one for themselves, circulating a subscription early in 1846, by which twenty-two shares were disposed of, and upon which as a basis a church was erected. The shares taken did not cover the cost of the building, but the balance was solicited in various ways and places by Rev. Phineas Fish, who was the first pastor, preaching alternately here and at Herring Pond. He began preaching here in 1840. Rev. Mr. Cobb succeeded him, who in turn was succeeded by Rev. Mr. Bacon, but no settled minister was employed until 1883. The ground for the church was given for church purposes by Alvin Crocker, to whom it would revert if not used as such, and, in order to make the church free and continue its usefulness, the building was sold upon the former stock February 10, 1882, and bid in by Charles L. Baxter for a large list of subscribers, embodying almost the entire community. At a meeting held March 11, 1882, five trustees—John H. Reed, Thomas C. Harlow, Charles L. Baxter, Roland T. Harlow and Nathaniel Hinckley—were chosen to control it. By-laws were adopted April 6, 1882, and it was called the First Church of Cotuit. The church is now free, is public property, and every one who pays one dollar has a vote in its management. There is no religious organization here, but preaching is supported by subscription. Since 1883 Charles E. Helliwell and A. H. Somes have occupied the desk a portion of the time till 1888, when the committee let the Methodist Episcopal Society of Cotuit Port use the church. In

April, 1889, Rev. Mr. Patterson was assigned to this church and at Cotuit Port, preaching here in the afternoon. In 1885 Mrs. Mary A. Gifford organized a Sabbath school here, which has been liberally supported in every way by the people of Cotuit and vicinity, retaining her as superintendent.

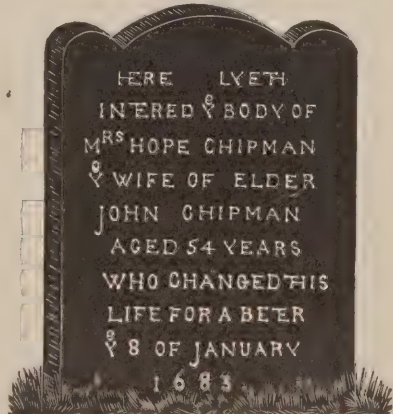
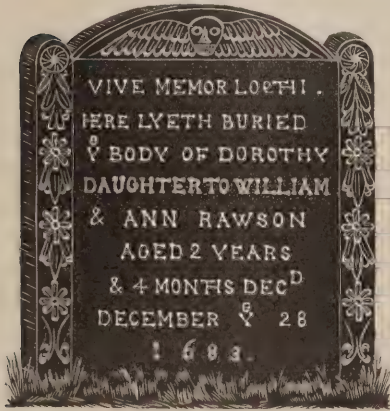
In 1846, after the northern section of Cotuit had concluded to erect a church edifice independent of the "Port," as they styled the village, the people of the lower village, which bears the name of Cotuit Port, erected the present substantial edifice, and dedicated it as the Union church. The professed Christians were Baptists, Methodists and Congregationalists, and no one of these societies then felt strong enough to build exclusive of the others. The building was to be occupied by the three societies as equally as possible. The members of these three societies met January 22, 1872, and formed the Cotuit Port Union Religious Society, enlarging and repairing the church building. For a few years supplies filled the pulpit until Mr. Ray, a Congregationalist, came, who pleased all, and was retained twelve years—to 1889. This society, for 1889, elected, as its managing committee, John C. Fish, Irving B. Phinney and Alonzo Phinney; as assessors, Hiram Crocker, Irving B. Phinney and B. W. Dottridge; and as clerk, John R. Sturges.

In 1879 many of the Union Society, considering it expedient to dissolve the old and organize a new religious society of broader views, adopted, September 26, 1879, the faith and rules of the Independent Christian Church. The annual meetings are held the second Wednesday in January each year, at which a clerk, treasurer and four pastor's associates—two males and two females—are elected. This is now the active Christian society of the community, but is not to affect the original Union Church organization, which is continued, and of which this is composed. The pastor's associates of the Independent Christian Church, elected January 9, 1889, are: John R. Sturges, Braddock Coleman, Mary Phinney and Edith R. Fisher. The late John M. Handy filled the office of clerk and treasurer from the first.

The Universalist Society of Hyannis was organized in 1828, by the concentrated means and energy of Samuel Pitcher, Zacheus Hamlin, Freeman Bearse, David Hinckley, William Phinney, of Centreville, and Alexander Baxter. A small church edifice was then erected, and years after a still better one, which was struck by lightning and consumed in 1872. In 1873 the society commenced the present fine edifice upon the same site, dedicating it June 30, 1874. The records of the society were lost in the fire, and prior to 1873 the exactness in names and dates of pastoral service must depend upon tradition. The first pastor was John M. Spear, who officiated for several years, and

was succeeded by Mr. Bugbee, John Noyes and Rufus S. Pope, the latter officiating over thirty years in the old church and the new. The society was reorganized in 1875, and Moses H. Houghton became its pastor; he was succeeded in 1882 by O. L. Ashenfelter for three years, and the pulpit was supplied by various persons until October 1, 1888, when Frederick Hinckley was settled as pastor, and remained one year.

BURIAL PLACES.—In a town so old many cemeteries would be expected. The first regular burying place mentioned in the records is that near the Methodist Episcopal church, which, with that at West Barnstable, is the oldest. In 1674 it was ordered "that Thos. Huckins lay down three acres of land at the meeting house for the town's use as a burying ground." This is also evidence that the first meeting house was near there. The old grounds of the town are considerably used at the present time, but the newer places of burial are preferred, especially by those who have no relatives in the old. The later ones are more particularly described in the villages where they have been instituted. The whole number of burial places are: Two at the Unitarian church, Barnstable village, and one at the Methodist Episcopal church; one at East Barnstable and one at West Barnstable; one at Marston's Mills; two at Cotuit; two at Osterville; three at Centreville; and four at Hyannis. There are two organized cemetery associations in the town, located in the villages of Centreville and Hyannis.



The oldest inscriptions in the town are in the so-called Methodist cemetery at Barnstable. Seven of these antedate 1700. Here are the inscriptions on two of the older ones. The cuts are by Gustavus A. Hinckley, whose work as a literary man and antiquarian is noticed by Mr. Swift in chapter XIII.

This Mrs. Chipman was the daughter of John Howland, the last of the *Mayflower* Pilgrims.

VILLAGE OF BARNSTABLE.—Like some other villages of the county, the settlement of this is contemporaneous with that of the town, the first settlement of the plantation being the nucleus of the present village. The names of the first pioneers have been given for the town, and we will now endeavor to place them in their first residences in the village. In 1640, when their first primitive dwellings had been erected, Rev. John Lothrop's was where the present hotel of Mr. Eldridge stands, nearly opposite the court house; Henry Rowley near Mr. Lothrop's; Isaac Wells near where the court house stands; George Lewis, sr., near the site of the Ainsworth house; Edward Fitzrandal on the corner by the Hyannis road; Henry Cobb near the present Unitarian church, and the hill was named Cobb's hill from this fact; Richard Foxwell near the present Agricultural Hall; Bernard Lumbert, further east, near the old mill; and Nathaniel Bacon, John Smith, Roger Goodspeed, Thomas Huckins, John Scudder, Samuel Mayo and Thomas Dimock were also in the eastern part of the present village, east of John Lothrop's. Around Coggin's pond were settled Henry Bourne, Thomas Hinckley, Henry Coggin, Laurence Litchfield, James Hamblin and William Tilley. Between Coggin's pond and the present court house were Isaac Robinson, James Cudworth, Samuel Jackson, Thomas Alyn, John Mayo, John Caseley, Robert Linnell, William Caseley, Thomas Lothrop and Thomas Lumbert. Several, including John Bursley, settled west of Coggin's pond, the settlement, like the present village, being scattered along for a space of three miles. The center of the village then was a little east of Coggin's pond.

Many of these first houses were made of timber and lumber brought from the saw mill at Scituate, the distance by water being short and transportation by boats easy. The house in which Governor Hinckley lived and died was just east of Marcus M. Nye's store, on the north side of the county road, near the head of "Calf Pasture lane." The governor's former house was on the opposite side of the county road, and here, under a stone wall, is the well which he used. His dust rests under a suitable slab, inscribed with record of his virtues, in the Methodist burying ground east of where he lived. Stone houses were early built in the western part of the then village or community, and houses with the first story of stone were very common.

The so-called Scudder lane of later years was "Calf Pasture lane" in the early days of the village, and led to common lands held at that time by the proprietors, and which are known to this day as the calf pasture lands. It is in tradition that the first comers to this town and village first settled at this pasture land, and the next year moved back from the water. The lane was opened prior to the laying out of the county road in 1686. Later it was the outlet to the harbor for fishing, and early in the present century Nelson and Daniel

Scudder built a wharf on the harbor communicating with the lane, and from it several fishing vessels were sent out in connection with others of a fleet of forty that were made up from the rendezvous wharf and Cobb & Smith's wharf. For several years this fleet went and came regularly, and a lucrative business in mackerel fishing was carried on. Rendezvous lane is the street that runs northerly from the present Baptist church. The other wharves were located on the present "Poverty lane" that runs to the harbor from near Masonic Hall.

Among the early industries here was that of salt making. Nathaniel Gorham boiled sea water and made salt, on Sandy neck, during the revolutionary war. Many of the present residents of Barnstable village remember when the "Common field"—the marsh in the rear of the Unitarian church—was a field of salt works. Loring Crocker, grandfather of Alfred Crocker, was the pioneer in this industry on the common field. In 1804 he bought of Isaac Bacon several acres of land with the right to the salt water and the privilege of placing pumps. He afterward, in 1832, bought sixteen hundred running feet of Samuel Whitman, who had succeeded Lothrop Tucker; then east of this he purchased in 1836, works of Mrs. Sturgis; and he bought Asa Young's works, so that when Loring Crocker died, in the fall of 1843, he was the owner of seventeen thousand running feet of vats, most of which were on the Common field. These vats were estimated to cost one dollar per running foot. Mr. Crocker obtained his lumber from Maine, and vats could be built cheaper then than now. It is said that six thousand bushels in a year was a good yield to Mr. Crocker. After his death his sons Nathan and Loring conducted the works up to 1856, when Loring, father of Alfred Crocker, purchased them and made the last salt in 1872. The old wind mill for salt grinding, now to be seen across the bridge, was erected by the Crockers. Glauber salts was one of the products until it became too cheap to be remunerative. This business, with that of Cobb & Smith at the wharf, made that part of the village at that time an important business center.

Leonard Hopkins in 1832 bought some salt works here and in 1851 sold them to Alvan Howes, who was a successful manufacturer; in 1867 Truman D. Eldredge became the owner, discontinuing the works about 1870. Nathaniel Gorham, 2d, began salt making about 1812 by the old mill on the creek; later he removed the works to the shore north of the house in which his daughter, Mrs. Ann Fish, lives. Amos Otis was making salt in 1812 in the works north of William Dixon's, and in nearly every available spot around the harbor north of the village, salt works were erected, but were generally discontinued about the middle of the century.

Other industries commenced here early. As soon as the town was incorporated in 1639, the proprietors gave Thomas Lumbert permis-

sion "to keep victualling, or an Ordinary for the entertainment of strangers." Of course "to draw wines" was the main business of the tavern in those days. He was located somewhere near the old burying place; and Barnabas Lothrop had a similar permission for an ordinary in 1677, in the eastern part of the village. West of Coggin's pond John Crocker had a tavern prior to 1669. The old court house, standing where the Baptist church is, gave occasion for the erection of taverns near it. Prior to 1776 Cornelius Crocker, jr., opened a tavern near that court house, and which his widow continued many years. The ancient tavern building stood on the spot now owned by Admiral Radford. Opposite the same old court house, on the south side of Main street, in 1776, stood the tavern of Otis Loring. This was continued by Walter Chipman down to the recollection of the oldest living inhabitants, and has since been taken down. Just east of Loring's tavern, with a blacksmith's shop between, was also, in 1776, the "Aunt Lydia's tavern." Lydia, daughter of Cornelius Crocker, sr., married Captain Sturgis, whom she survived more than sixty-two years, continuing the tavern many years under that title. Her daughter, Sally, married Daniel Crocker, who ran the tavern until his death in 1811, and it was continued by his widow as the "Sally Crocker tavern" until 1837. This building, opposite the Sturgis Library, is now the residence of Mrs. Lydia Scudder.

In 1794 Ezekiel Crocker married Temperance Phinney, and opened a tavern in the house where now stands the residence of Joseph M. Day. A tavern was also kept before those last mentioned, on the Bacon lot, between the Unitarian church and Agricultural Hall; it was kept by Nathaniel Bacon, 3d, prior to his death in 1738. Dea. Samuel Chipman, who lived on the corner of Main street and the Hyannis road, kept a tavern prior to 1700. He was a deacon of the church and retailed spirituous liquors—a combination that seemed consistent in those days. His son Samuel, also a deacon, continued the famous "Chipman tavern" until about the middle of last century. While the present court house was being erected in 1827, Eben and Watterman Eldridge modeled their homestead into the Globe Hotel, and since then it has been kept as a public house.

As early as taverns and places "to draw wines" existed in this village, the primitive store, with its rum, molasses and other staples, was also a contingent necessity. The variety of goods increased with the desires and growth of the village and surrounding town. Sturgis Gorham, Esq., flourished as the merchant prince of the Cape between 1760 and 1790. He carried on an extensive coasting and West India trade. Peter Cotelle started a regular grocery store about 1700, just east of Coggin's pond. The residents, whose wants were few, manufactured their own material for clothing in those days. Soon after

1758 Mrs. Abigail Freeman, daughter of Thomas Davis, opened a grocery store in the house where stands the present residence of Joseph M. Day. In revolutionary days she had trouble, because she would not deliver up her stock of tea to the vigilance committee. A later store was kept on the corner of "Calf Pasture lane." Daniel Scudder then lived there, and prior to the civil war the business was carried on by Nelson and Daniel, in connection with their fishery.

Another old business place is the Bacon corner. It was early occupied by Eben Bacon, merchant, succeeded by a Mr. Davis, from Falmouth, Nye & Scudder, Samuel Nye, Hallet & Bursley, and Hallet & Whelden, they being succeeded in 1873 by James Knowles & Co. In 1878, after the death of Mr. Knowles, the junior partner, E. S. Phinney, and A. F. Edson, as Phinney & Edson, took the business, carrying it on successfully for five years, when, February 1, 1883, David Davis and F. B. Easterbrook began as Davis & Easterbrook, and continued until 1889, when David Davis succeeded to the business. Phinney & Edson, in the winter of 1882-3, removed their general store to that formerly occupied by Conant & Edson, who had been in business for a few years; that firm had been succeeded by Mr. Conant, from whom the property went into the hands of the Barnstable Savings Bank. In September, 1880, E. S. Phinney and Albert F. Edson purchased the property, which they now occupy in their general business.

Of the stores between Scudder's lane and the present ones, one was kept by Frederick Lewis prior to 1858, near where Gustavus A. Hinckley resides; and in 1858 R. M. Waitt opened one near the Methodist Episcopal church, which in 1861 he discontinued, and removed the building to his present residence for a carriage house.

Eben Smith, sr., and E. T. Cobb had a wharf and a general trade in merchandise, near the bridge leading to the Common fields. Their business was important to the village, and prior to 1850 was one of those that so largely built up the commercial standing of Barnstable in those days. This firm in 1850 added coal to their list of merchandise, being the first dealers. After the death of Mr. Cobb, Mr. Smith carried it on until his death, leaving the business to his son, Eben, who removed the yard to the depot. M. N. Harris, for a few years a partner with Eben Smith in the coal trade, has a coal yard in the village.

Another industry carried on prior to the coming of the railroad, was running packets from this place to Boston. There were three then, and a lucrative business was carried on. Goods were received here for the south side, and the village presented a much more lively appearance than at present. The wharves and store-houses of fifty years ago are marked by mounds and decayed timbers, and the one fish-house is the only sign of life where once was a busy market.

The societies, political, religious and social, usual to villages like this, have been instituted and have served their purposes. A peace society of sixty members, organized in 1827, was continued for years. In 1828 the first regular temperance organization was effected, and much good resulted. The Masonic fraternity flourished here the first half of this century and its meetings in 1854 were changed to Hyannis. A lodge of Odd Fellows was organized in 1849, which was sustained for twenty-five years. They leased Masonic Hall until 1855, when it was purchased of Fraternal Lodge, A. F. & A. M., which had built a hall at Hyannis. On the sixth of October, 1865, another Masonic Lodge held its first meeting here under a dispensation from the Grand Lodge of the state. They leased the hall of the Odd Fellows until its purchase March 3, 1871. This second lodge assumed the name of James Otis Lodge, A. F. & A. M., and after one year's work under dispensation, held its first meeting under a charter, October 21, 1866. Its first elective officers were: George Marston, M.; Elijah Lewis, S. W.; Elisha Jenkins, J. W.; Oliver M. Hinckley, sec.; and Thomas Harris, treas. Its masters have been: George Marston, 1866-69; Elijah Lewis, 1870; Ansel D. Lothrop, 1871; Russell Matthews, 1872-5; Freeman H. Lothrop, 1876-9; Charles Thacher, 2d, 1880-1; Elijah L. Loring, 1882; James B. Cook, 1883-6; Frank H. Hinckley, 1887; Thomas C. Day, 1888-9, with Frederick C. Swift, S. W.; James D. Baxter, J. W.; Freeman H. Lothrop, treas.; and Russell Matthews, sec., for 1889. This society now numbers fifty-three members.

The Sturgis library of Barnstable was instituted by the liberality and philanthropy of William Sturgis, a former resident, who bequeathed funds prior to his death in 1863. By his will Samuel Hooper, Lemuel Shaw and Edward W. Hooper were constituted trustees, who informed the selectmen of the town by letter dated July 1, 1868, that Mr. Sturgis had conveyed to the town the estate in Barnstable formerly belonging to his father, also \$15,000 for the establishment and maintenance of a free library for the use of the inhabitants of Barnstable; that they as trustees had made extensive alterations in the house thus conveyed and had placed in the building thirteen hundred volumes, and adopted such rules for the government of the library as they deemed proper; that they had chosen Rev. Thomas Weston, librarian; and that the collection of books was now ready for use. The trustees also announced to the selectmen that the income of the trust fund, then invested in U. S. bonds of 1881, would be devoted to the necessary annual expense of the library.

Samuel Hooper died and was succeeded by his daughter, Mrs. T. R. Lothrop; and Lemuel Shaw was succeeded by J. O. Shaw, his nephew. The second librarian was Mrs. Henry Freeman, assisted by Miss L. S. Loring, who is the present librarian. In 1871 the sum of

\$883 was given in aid of the enterprise by several gentlemen who had prior to 1863 planned a public library. Gustavus A. Hinckley prepared, January 1, 1877, the first and only catalogue of its books, then 6,161 volumes; in 1889 there were 11,083. The interest on the fund is sufficient for its current expenses, and the purchase of new books annually.

In the latter part of last century a social library was kept here for a time by Dr. Richard Bourne, at his house where the post office was, and his daughter, Abigail, waited on the villagers to books.

Dr. Richard Bourne, the first postmaster, was appointed March 20, 1793. The mail at first was received weekly, then semi-weekly, but its transportation was paid by private subscription, and not until it was tri weekly did the government assume to assist in supplying the Barnstable office, which was near Jail street. Dr. Bourne was succeeded in the office by Matthew Cobb, December 17, 1817. It is a matter of history that great injustice was heaped upon the worthy Doctor Bourne by the government. He was called a defaulter, and his last days were clouded by the imputation. Much distress was occasioned by the collection of the alleged debt from his estate. The error was discovered and full amends were received by his only child after his death, which occurred in 1826. Matthew Cobb had the office near where Mr. Sturgis lives, opposite Phinney & Edson's store, for several years, and was succeeded May 1, 1837, by William H. Brown, who moved it to a building on the corner just west of Alfred Crocker's. He in turn was followed in February, 1842, by Richard Ainsworth, who moved the office to a building on the vacant lot opposite Miss Hinckley's millinery store. The office at the expiration of Mr. Ainsworth's term was variously filled by David Bursley, appointed January 22, 1851, then by Calvin Stetson, Elijah Lewis, and Elisha Jenkins up to 1866. James Clagg was appointed in 1866 and served for fourteen years, being succeeded by Alfred Crocker in 1880. He was succeeded in 1885 by O. W. Hinckley.

The Old Colony Railroad company has had but two agents at its station here, the present one, John A. Lewis, having grown gray in the position. After the establishment of a station in 1854, Joseph Bursley acted as agent a few years. The depot building, with its contents, was burned during a thunder storm in June, 1889, and at once rebuilt.

Among the institutions well remembered was the savings bank established in 1831, of which Henry Crocker was the first president, succeeded by Eben Bacon, and he by Josiah Hinckley. John Munroe was the treasurer for forty years, investing over three million dollars in the time. Daniel Scudder was the treasurer for two years, when the affairs of the bank were closed. The business was done for many

years in a building just west of Mr. Munroe's, until the company took possession, in 1860, of its new office, the building next west of the Globe Hotel.

The public buildings of the county, including the Agricultural Hall, have been mentioned in the county chapters. The harbor to this pleasant village enjoys the benefit of a light house that was erected in 1826 by the United States government. It is on the point of Sandy neck, at the entrance of the harbor. The importance of Barnstable early gave reason for a custom collector here, and for a century last past Barnstable has been the port of entry for the county. The custom house for the Barnstable district is here.



COURT HOUSE, BARNSTABLE VILLAGE.

There are no mills or other manufacturing interests in this village at present. The old Lewis mill on the creek down "Poverty lane" has been still for many years. Elijah Lewis moved the building there and set up the mill soon after 1850. The wind salt mill just beyond was once used by the Crockers to grind corn; but long ago, with the salt works, the mill fell into disuse.

WEST BARNSTABLE is a business center in the west part of the town, known many years ago as Great Marshes and as West Parish. It is now a pretty and a busy village, the meeting place of the selectmen and the terminus of several mail lines connecting with villages on the south shore. The old West Parish church, a beautiful school house, and the abodes of thrifty inhabitants unite in forming a village of no mean proportions. Here, besides others, settled the ancient families of Otis, Hinckley, Annable, Crocker, Jenkins, Howland, Fuller, Parker, Bursley, Blossom and Shaw, many of whose descendants are the

prominent heads of families to-day. Their old stone houses, erected as dwellings and forts, have succumbed to the march of improvement. Yet many historic places can still be pointed out to the antiquarian. On the site of the residence of Daniel P. Bursley formerly stood the residence of the patriot, James Otis, and to the east of it, on what is now a portion of the Colonel Proctor stock farm, stood the house of Brigadier Otis. The residence of a third brother, John, was west of the patriot's.

Among other important landmarks is Hinckley lane, now called by some Nye's lane. It connects the present county road with that around by the church, and which was in use before the former was laid out. On this lane was the tannery of the father of Governor Hinckley. The name Nye's lane alludes to Lemuel Nye, of sixty years ago, who had a hat manufactory near a pond, which also bears his name. The south end of the lane passes through the land of Braley Jenkins and terminates at his residence. Shaw's lane is another interesting by-way, as near it was the residence of the reverend father of Chief Justice Shaw.

The historical details of this village are inseparable from those of Barnstable village, for the "house lot, the salt marsh, and the upland" of the proprietors were laid off in the same manner and at the same time. The division of the town into two parishes, as detailed in the church chapter, naturally gave the name of West parish to West Barnstable, and it has swelled its environs along the county road, forming a proverbial New England village—rural, rambling and beautiful.

With the notable personages and the historical interest clustered here, no doubt very early stores were started, but tradition only furnishes facts for the century last past. Seth Parker, now an aged resident of West Barnstable, was in business in Boston with David Snow prior to 1833. For thirty years prior to 1863 he kept a store near his old house, on the county road west of the West Barnstable cemetery. In 1863 his son, J. W. B. Parker, then twenty-one years of age, began business near West Barnstable depot. Until 1870 Seth and David Parker were interested in the business, but for the last nineteen years J. W. B. Parker has been the sole proprietor. The venerable Seth Parker is the son of Seth and grandson of Dr. Daniel Parker.

Among other stores was one kept prior to 1830 by Shadrach N. Howland, in the old house just east of his present residence. He moved to the square adjoining the cemetery about 1854, where, November 29, 1872, the building and contents were burned and with them his son George H. He soon prepared another building on the east side of the street, to which he removed and continued business until 1880.

In 1855 Frederick Parker opened a store one-half mile west of West Barnstable depot on the county road, in a building now owned by his

son, Howard N. The center of business was there until the railroad was opened. Another son, Melvin Parker, in 1881 built a general store, where he still continues the business. The father died in February, 1882, and the business at the old place was discontinued.

George B. Howland and his brother, Nathaniel P., in 1859, began a store in what had been the barroom of the Old Meadow House, and carried on the business until the death of Nathaniel P., in 1883.

James T. Jones, who had been in business at East Sandwich, came here in 1873, locating on the street west of the depot, where he remained until 1876, when he erected and removed to his present commodious store.

The travel along the Cape on the county road made an early tavern at West Barnstable necessary. On the north side of the road near the cemetery are the remains of the old Howland stand. In 1802 Ansel Howland passed this property to his son Jabez, who had managed the tavern and kept a store in part of it, before the beginning of this century. His son Albert opened, in 1848, another tavern west of this, where George B. Howland now resides. This was known for years as the Meadow House, and before the death of Jabez in the old tavern, the Meadow house became the principal tavern on this part of the line, and the favorite stopping place for the stages until the railroad superseded them. Albert's son, George B. Howland, preserves the old sign which bears the legend, "Meadow House, 1848."

The early mails were brought here on horseback by John Thacher. The postmaster, who filed his first report with the government July 1, 1816, was one Samuel Bassett, who was followed by his son Charles, each keeping the office in the house then standing southwest of the present residence of William C. Howland. The old well and a few moss-grown apple trees mark the spot. The next postmaster was Albert Howland, commissioned January 29, 1824. Jabez Howland, as his deputy, kept the office in the old tavern and store mentioned, and in August, 1841, Jabez Howland, jr., was appointed, and after a time removed the post office to a building where Josiah Jones now lives. Shadrach N. Howland says that he was postmaster in 1840, but the government records have the first mention of him dated April 8, 1847. He kept the office near where he lives. Part of the old building, with the letter hole through it, is now a wood house for the recently built residence; and part was moved in 1854 to the square adjoining the cemetery, where the office was kept until the burning of the store. Mr. Howland kept the office a few months in the depot until he prepared a building, now the residence of Fred. Childs. His term was interrupted by the appointment of David Parker, 3d, November 18, 1864, when it was kept in the store of J. W. B. Parker. In 1880 Mr. Howland's second term was closed by the appointment of Melvin

Parker, who removed the office to his store. He was succeeded from 1887 to 1890 by J. W. B. Parker, and was reappointed February 12, 1890.

One of the important industries is the manufacture of brick. In 1878 Benjamin F. Crocker, Levi L. Goodspeed, Noah Bradford and Charles C. Crocker purchased the Fish property here, and with James F. Eldridge as superintendent, commenced the manufacture of brick, as The West Barnstable Brick Company. In 1887 a new company was formed, adding steam power and other facilities, and its capacity is now the manufacture of two million bricks annually. In 1889 the kiln sheds in the yard were extended, twenty men were given employment, and the business was extended to the full capacity of the works. The officers since 1887 have been; B. F. Crocker, president; A. D. Makepeace, treasurer; and William F. Makepeace, secretary.

Since the advent of the railroad West Barnstable has been the point for leaving mail and passengers for offices and resorts on the south shore. Washburn Bursley had run a stage from the time the cars came until his death, and since then Daniel P., his son, has been the proprietor, conveying mail, passengers and express matter. The mails for Osterville, Centreville and Wianno are placed in pouches on the trains and left at West Barnstable to be conveyed to their destination. These mails are received twice a day and delivered by Mr. Bursley, who also delivers express matter and passengers at other localities. He uses eighteen horses for his business, and has well-equipped barges, coaches and express wagons. Another line of stages from West Barnstable was opened at the same time to supply Cotuit and Marston's Mills with mail, and to carry passengers. William F. Jones was proprietor of this until April, 1887, when he was succeeded by William H. Irwin, who properly continues it.

The depot building was moved from the north side of the track a few years ago and placed on its present site. The buildings and conveniences are creditable to the company and village. The land on which the buildings stand is the poor house or town property, and is leased. Shadrach N. Howland was agent for the company at their depot until 1881, and his son, Andrew J., has since filled the position.

The only mill to be seen in this vicinity is the Jones mill at the pond just west. It is a study for an antiquarian, and has fallen into disuse; it was run by the water from the large pond.

OLD COTUIT, as it is called, to designate it more distinctively from Cotuit Port, is on the road from Sandwich to Centreville and Hyannis, along which a stage line was early run, to connect with the Plymouth stage. A post office was established here as Cotuit Village, December 24, 1821. Roland Thacher Crocker was the first postmaster until his death in 1846, when he was succeeded, November 17th, by Rev. Phineas Fish. On the fifth of June, 1848, the name and location of the

office was changed to Cotuit Port, and for a time the government maintained no office at Old Cotuit, but Zenas Crocker, sr., received and distributed mail for the locality. In January, 1850, an office was established here as Cotuit, with Phineas Fish, postmaster. It was discontinued May 29, 1854.

To have a tavern upon so important a stage line would not seem strange, and it is said that Ezra Crocker opened one in the present residence of Mrs. Elizabeth Crocker, which he ran many years, until his death in 1842. This, which was a favorite resort of Daniel Webster during his fishing tours in the vicinity, was the only tavern ever in this community.

R. Thacher Crocker had a store, which at his death he was conducting in the Joseph Folger house, with the post office. This accommodated the inhabitants of Mashpee and Cotuit for many years. On the inside of the board shutter to the store window, readable from without when it was open, were these cabalistic letters, still legible through many coats of paint:

W I & N E
 R U M ,
 B R A N D Y ,
 G I N ,
 &c.

This sign seemed to promise wine to the passer-by, but on closer inspection it assured him of a good supply of West India and New England rum.

Charles F. Crocker had a store on the corner opposite Mrs. Elizabeth Crocker's, which he discontinued in 1861. Zenas Crocker also had a store where Elmer Lapham lives.

COTUIT PORT.—The inhabitants here were compelled to go to the office a mile above—at Cotuit—while the stage and mail lines emanated from Sandwich as the terminus of the Plymouth line. After the railroad was built many changes in the mail routes were made. The first postmaster here was Alexander Scudder, commissioned June 5, 1848. He was succeeded by Randall Kelley, September 23, 1850, and he by Charles C. Bearse in 1870 for twelve years, after which Andrew Lovell filled the position until 1885, when Adaline F. Bearse was appointed. She was succeeded by Mr. Lovell's reappointment in 1889. Very early the shipping and fishing business was the occupation here, which led to stores of various kinds.

Braddock Crocker built in 1794 the wharf, the remnants of which are still known as the old Crocker wharf, and had a store prior to 1820

on what is now the property on the bank belonging to the estate of Samuel Hooper, deceased. Hezekiah Coleman built the wharf close by, known as "Uncle 'Kiah's wharf," where he also had a store soon after Mr. Crocker's. These were prominent stores and business places for many years; Mr. Crocker's was continued till his death in 1841. The Coleman store is now a part of Sylvester R. Crocker's house. Daniel Childs, about 1840, started a store on the site of Andrew Lovell's present office, and a portion of the building he occupied then is now doing service as Esquire Lovell's laundry room.

Samuel Nickerson carried on a shoe store and clothing store here fourteen years prior to his death in 1884. Leander W. Nickerson there carried on a mercantile business for several years, when in May, 1869, Asa F. Bearse opened his present store. John M. Handy was engaged in the mercantile business here from 1884 until his death in 1889. Others also in business are Julius Nickerson and Henry Hodges. On the Heights, as it is termed, although in the same village, Aaron Nickerson started a store nearly twenty years ago under the firm name of A. Nickerson & Son, the son, Alexander E., buying the business and stock in 1887. Daniel Nickerson was a merchant at this part of the village until his death a few years ago.

About 1875 the late Ensign Nickerson began a grocery business at Highground, Cotuit. His son, George W., succeeded him, and in 1877 Aaron Nickerson & Son took the business, which, in January, 1889, the son, A. E. Nickerson, moved to his present store building. Ensign Nickerson had a small store here, which was burned about 1858.

Since the opening of the Santuit House in June, 1860, this village has been growing in favor as a summer resort.

An old landmark here is the residence of General John H. Reed. It was built in 1793 by Ebenezer Crocker, father of Braddock Crocker. Alexander Scudder, who married Braddock's daughter, next owned it and in 1849 he sold it to Hon. Samuel Hooper, whose granddaughter, Mrs. Balfour of Scotland, now owns it.

Mariners Lodge, A. F. & A. M., was instituted in 1870. Preliminary meetings were held in the chambers of John M. Handy, Cotuit Port, early in the year 1870, and March 10th a dispensation was granted to George J. Miller, W. M.; John B. Baxter, S. W.; John B. Lovell, J. W.; Thomas Chatfield, T.; John M. Handy, S.; Asa F. Bearse, S. D.; Simeon L. Ames, J. D.; Alonzo L. Phinney, C.; Sylvanus Porter, M.; Bennett W. Dottridge, S. S.; Frank Cammett, J. S.; and Stephen B. Tallman, T. A charter was granted to the lodge December 13, 1871, and in August following the number of members was thirty-seven. The installation of the first officers was held in Freedom Hall, and by arrangement with the proprietors of the hall, a suitable lodge room was, in 1872, prepared over the hall, which is still in use by the order.

The masters have been: George J. Miller in 1871, 1872; John B. Baxter, 1873; Thomas Chatfield, 1874; William Childs, 1875, 1878, 1879 and 1884; John M. Handy, 1876, 1877 and 1886; Joseph B. Folger, 1880, 1881, 1885 and 1889; Alexander E. Nickerson, 1882, 1883, 1887 and 1888.

OSTERVILLE.—This thriving post-village in the southern part of the town is beautifully situated on Vineyard sound and enclosed by East and West bays. The name is a contraction of Oysterville, from Oyster island, names properly given from the early business here carried on. Ship building was also one of the early industries by Andrew Crosby and Daniel Crosby, and as early as 1830 Oliver Hinckley, an apprentice of Jesse Crosby, whom he succeeded in the business, built thirty-five or forty vessels of seventy-five to one hundred tons in West bay. This business of the Crosby's has been carried on by various branches of the family since 1835, when they launched the first sailboat built on this part of the coast. Two brothers, C. Worthington and Horace S. Crosby, early started a boat-building business, which has been since subdivided and their sons are carrying on three separate yards, and building at West bay the finest boats ever built on the south shore. Horace S. retired about 1880 and his son, Herbert F., continues the business, in which also three younger sons—Wilton, Joseph and Horace M.—are engaged. Herbert F. started a separate place in 1882. C. W. Crosby, who had been in the business since 1835, took his sons, Charles H. and Daniel, into partnership for a while, and now the sons have a business of their own. Isaac Hodges, sr., also built vessels in that bay. Many also have been built at East bay, and foremost in this, about 1830, was Seth Goodspeed, who built a number. One sloop was built by him at his place, now Alexander Till's, and carted to the beach, which is related at the present time as a marvelous feat. It is said that nearly two-score vessels of various kinds were built at Oster-ville prior to 1850. At East bay Nelson H. Bearse and Jehiel P. Hodges built boats a few years prior to 1885, and Mr. Hodges still continues the business. Both bays are now more or less used for the construction of small craft.

The manufacture of salt from sea water was extensively carried on here, especially at or near East bay. We learn that prominent in this industry were Thomas Ames, Seth Goodspeed, Eben. Scudder and George Hinckley. Jacob Lovell had works near O. D. Lovell's boat house, first from the eastward; he used two wind mills to pump the water to the works. Henry Lovell's was next west, then came Deacon Scudder's, then George Lovell's. These shores were covered with vats. The business was at its height in 1812, and gradually declined.

With the building of vessels stores were started. We find Retire Crocker selling the necessities of life in the building occupied by Freeman L. Scudder, before 1830, when it was a low, one-story build-

ing. He was succeeded in the same building by Josiah Scudder, brother of Judge Scudder. He was succeeded by his son, Freeman L., and son-in-law, Asa E. Lovell. In 1857 George H. Hinckley, the present merchant and postmaster, purchased the stock, and afterward built his present place of business.

Another early merchant was Daniel Crosby, who was succeeded by his brother Asa, and he in 1866 was succeeded by Israel Crocker, who has now the largest general store in the place. Soon after 1840, Erastus Scudder started a store in the building now occupied by Parker and Crocker. These gentlemen, after three years of co-partnership, April 5, 1889, made two stores of the one—the dry goods business being continued by Charles F. Parker, and the grocery by Henry P. Crocker. In 1889 Joseph F. Adams was also in the mercantile business. Warren Marchant, after he was at Centreville, came here, married, and built a store, which he carried on for a few years.

In 1876 Mr. H. S. Crosby opened the Crosby House at Osterville, and has made it the principal summer resort on the West bay.

A free library was opened here January 21, 1882, by this enterprising people. A sum equal to \$3,600 was given, besides 1,209 volumes, exclusive of the bound periodicals. The building and site are owned by the association. A fair for the sale of fancy articles is held each summer, and the proceeds go to the support of the library. Mrs. Eliza P. Lovell was librarian in 1889.

The mails were received here by horseback in the earliest days of the post office. An office was established here January 30, 1822, and was kept by Retire Crocker in his store. Josiah Scudder, jr., kept the post office in the same building from July 23, 1825, until August 6, 1850, when Isaiah Crocker was appointed, and removed it to his blacksmith shop, serving the public for eight years. In 1858 Erastus Scudder, who was made postmaster, again removed the office to the building now occupied as a store by Charles F. Parker. Isaac Hodges succeeded him in the building now the store of Joseph F. Adams, and in 1862 he was succeeded by Asa Crosby, who removed the office to where Israel Crocker is in business now. In 1865 George H. Hinckley was appointed, and about ten years ago he moved the office to its present quarters, where he faithfully serves the public.

Wianno Beach, near Osterville, has recently become one of the most popular resorts on the south shore. Bursley's line of stages and express connect it with the Old Colony railway at West Barnstable, and the government maintains a post office here during the season, sending a mail pouch from West Barnstable. Jennie L. Hinckley was postmistress in 1889.

HYANNIS.—This growing village on the south shore, four miles from Barnstable village, is the greatest business center of the town.

The name is a corruption of Iyanough or Yanno—the name of the friendly sachem. It is more compact than the model inland New England village, which indicates a more brisk business. Prior to the opening of the Hyannis branch of the Old Colony railroad, which terminates here, packet lines connecting with large cities and vessels of large size touched here. It had formerly extensive fisheries and packing establishments, which were largely instrumental in giving the village its present importance. These industries are still continued, although not so extensively. At Lewis bay, east of the village, vessel building was extensively carried on soon after 1800. Abner W. Lovell had fishing vessels built at the foot of Ocean and Sea streets before the war of 1812; Richard Lewis owned the land from the Iyanough House back to the bay, where he carried on an extensive business in shipping of every kind, and built and furnished several vessels. Gorham Lovell was also engaged in the business. Watson Holmes built small vessels on Lewis bay, where M. L. Hinckley's oyster and boat house now stands. Vessels of one hundred tons were built on this bay.

The first house erected here, near Baxter's wharf, was by Edward Coleman, who was admitted as a citizen of Barnstable in October, 1662. The first building erected by the whites here was a store-house, by Nicholas Davis, near where Timothy Baker's store stood. Jonathan Lewis, about 1703, built the second dwelling.

In connection with the fisheries, the manufacture of salt was naturally developed, and the shores at the east and south were white with acres of vats. During the war of 1812 it was a prominent industry. Alvin Snow, Henry and Joshua Hallett had extensive works where is now the Sears lumber yard; A. W. Lovell manufactured near the present lumber yard of B. F. Crocker & Co. This, like most of the works; was discontinued about 1831. Lot Crocker had works where his descendants now reside, and Ebenezer Bacon's were adjoining. Zenas Gage engaged in the manufacture near his wharf; Simeon Freeman had works at Dunbar point, and Zenas D. Bassett and Warren Hallett had their works next west. Other manufacturers were Elnathan Lewis, Warren and David Hinckley, and Gorham Lovell.

That that portion of Barnstable was an important shipping port is evinced by the action of the selectmen, who in 1742 gave to Elisha Lumbert permission to build a wharf at Hyannis; but the inhabitants living there were to be privileged to land their goods and persons without charge. In 1778 the town gave Captain Sturgis Gorham permission to build a storehouse thirty by forty feet, and a wharf at Lewis cove. Hyannis harbor is an important one and in 1826 the government appropriated \$10,600 for the erection of a breakwater for its further protection. Storehouses and wharves have been erected

during the present century, among which the Gage wharf, later Baxter, is prominent.

There are no mills here at present, the last being that of Owen Bacon, a wind grist mill, which he ran many years on South street, near the old burying ground.

The mercantile lines of business of this village have been varied and extensive. In 1823 Seth Baker had a small store in the leanto of his house. After this Lewis Thacher had an early store east of the present depot, on the south side of Main street, then the only store here. It was known for years as the old "Red Store." In 1829 Alexander Baxter and F. C. Tobey built the Boston store building, then the only one on the east side of Pleasant street, and the only one on the south side of Main street between Lot Hallett's corner and the present railroad track, except the old red store. Baxter & Tobey were succeeded in their business by Alexander Baxter, he by his tenants, Brimhall & Goodspeed, and they by George L. Thacher, who, with various partners, did business here about twenty-five years. In 1882 Eggleston Brothers, as successors of George L. Thacher, gave it the name of Boston store, and they in turn were succeeded in April, 1887, by Prince M. Crowell, who enlarged the business to its present importance. After the dissolution of the firm of Baxter & Tobey, Mr. Tobey erected the building on Pleasant street, now the market, which he ran as a general store until his death; he also built the Leonard Chase house.

Another historic old business corner is where the venerable Captain Albert Chase has his store. We have noticed it in connection with the post offices. The building was erected in 1820 by Oliver Sampson, a shoemaker who lived where Dr. Pitcher now does, and was occupied as a blacksmith shop by Allen Draudy. Warren Hallett & Sons converted it into a store, and were succeeded by Joseph H. Parker and his brother-in-law, Freeman L. Scudder. Gorham F. Baker was the next merchant at this site, and was succeeded in the fall of 1860 by his brother, Joshua, and Albert Chase, as Chase & Baker. Joshua Baker died in 1885 and the business passed to Captain Chase.

J. H. Parker built the Hartson Hallett store and commenced in it in 1860 a business which was continued by him and his estate until 1867, when Mr. Hallett purchased it.

A general variety and news store is kept by Henry H. Baker, who was the first news dealer at Hyannis. In 1854 he opened a restaurant at the depot, and in 1876 he built and located in his present business place.

In February, 1860, George J. Miller began the tailoring business here on the site of George B. Lewis' present store; he removed his

business from Barnstable village after a three years' trial there. He built in 1873, and removed the building in 1885 to its present site on the northwest corner of Main and Ocean streets, where clothing and furnishing goods have been added to his former business.

The American Clothing House at Hyannis was opened in November, 1885, by Louis Arenovski, and is now the best equipped establishment of the kind in the county west of Harwich Port. Coming to the United States in 1881, he began his business on Cape Cod in a small way, and has been very successful.

In 1866 A. G. Cash purchased the store and hardware business of N. O. Bond, who had continued it several years. In July, 1886, Myron G. Bradford became an equal partner, and the business of plumbing and roofing, with that of general hardware, is continued by Cash & Bradford.

The lumber and carriage manufacturing business has become prominent very naturally. The carriage business now carried on by C. C. & B. F. Crocker was established in 1849, and since 1851 they have occupied their present site. In 1857 B. F. Crocker and his brother, Charles C., opened the lumber yard of B. F. Crocker & Co., still continuing it; also together manufacturing and painting carriages, and keeping paints and like materials for builders. Later, in 1869, two brothers, J. K. & B. Sears, bought of Samuel Snow the lumber yard at the head of Railroad wharf. In 1881 two sons of B. Sears—Isaiah C. and Henry W.—became partners, creating the present firm of J. K. & B. Sears & Co. Branches from this yard are at Woods Holl and Middleboro.

Prominent among the other industries here is the grain and flour business, by the Chase Brothers, near the depot. The father, Heman B., began it in 1848, and was running a packet from Hyannis to New York at the time, loading with fish westward, and returning with goods for merchants and grain for himself. In 1856 David S. Marchant became his partner, and they built a store on Railroad wharf, where for a few years they did business and continued the packet line as Chase & Marchant. In 1868, after the decline of freighting by water, Mr. Chase and his sons, Heman B. Chase, jr., and Clarence, engaged in the grain and coal business, near the depot, admitting, in 1874, a third son, Edward L., to the firm of Heman Chase & Sons. The father died in June, 1880, and Clarence in 1884. The remaining members of the firm still continue, the only change being the addition of hay to the list of merchandise.

The only commission fish business is that of Timothy Crocker & Sons, on Railroad wharf. In 1860 Mr. Crocker started as a shipper of fish, and in 1882 Gideon Hallett became a partner for a short time, adding ice, coal and wood to the business.

Doctor Doane's office had been regarded as a drug store for some thirty years prior to 1883, when Arthur G. Guyer, who had been educated as a practical druggist, became Doctor Doane's partner, and they, as Doane & Guyer, opened the first regular drug store at Hyannis, January 1, 1883. The only other is a store started in 1887 by Dr. E. E. Hawes.

There were, undoubtedly, ancient ordinaries here; but the present Iyanough House, by Thomas H. Soule, jr., is of more interest to the present generation. It was first erected by Captain Charles Goodspeed in 1832, and was purchased in 1859 by Evander C. White, who enlarged and beautified it, and called it the White House. The name Iyanough House was adopted in 1874, when the Hyannis Port Land Company controlled it. Mr. Soule purchased it in January, 1888, and has successfully conducted it since. He is a native of New Bedford, and had managed the Sherburne House, at Nantucket, prior to coming here. The Iyanough House, throughout the year, is the principal hotel on the south shore, and entertains a fair proportion of the summer sojourners. The accompanying engraving shows the place in a scene looking toward the sound.



Until within twenty-five years the business men of Hyannis and vicinity did their banking business chiefly at the old Yarmouth Bank; but on the tenth of March, 1865, the First National Bank of Hyannis was chartered as No. 1107, and authorized to begin business May 2d, with a capital not to exceed three hundred thousand dollars. Its business, however, was not begun until August 16th, and one-third of the authorized capital has been found sufficient. The institution has continually been under the most conservative management and has never passed a dividend. Its board of directors has included the ablest and strongest men of this part of the Cape. The first president was Alexander Baxter, who was succeeded at his death in 1870 by S. B. Phinney. The present head of the institution is Joseph R. Hall, one of the most conservative and successful financiers in the county. He

was the first cashier, and on his promotion to the presidency was succeeded by his oldest son, Joseph T. Hall, who had been assistant cashier some fourteen years as successor to Frank Thacher, who was book-keeper and assistant cashier until 1874. The president's only other son, Russell D. F. Hall, has been book-keeper since November, 1885.

The Hyannis Savings Bank was chartered by the act of April 28, 1868, with S. B. Phinney, president; Joseph R. Hall, treasurer; and Frank Thacher, secretary. F. G. Kelley was the second president and Frank Thacher succeeded Mr. Hall as treasurer in 1874. The board of trustees included such shrewd men as Joshua Baker, Owen Bearse, Charles C. Bearse, F. G. Kelley, S. B. Phinney and Alexander Baxter. The depreciation of real estate had been such that prior to 1880 the affairs of the bank went into the hands of Frank Thacher and Joseph R. Hall as receivers.

The Old Colony Railroad Company has a very pretty depot, with telegraph and other offices on the second floor. Edwin Baker was appointed agent in 1854, and was succeeded for a few years by Obed Baxter until 1870, when Leonard Chase was appointed. On the first of April, 1889, the present agent, William F. Ormsby, received the appointment.

A post office was established here in 1821, with Lewis Thacher in charge, with a commission dated December 26th. Otis Loring was made his successor October 26, 1825, and was followed in office by Freeman Scudder, June 23, 1831. In March, 1833, Mr. Loring was again appointed and kept the office in the house now occupied by Mrs. Copeland on Main street. During Mr. Scudder's term it was located where Alexander Hinckley lives, January 14, 1837. In January, 1837, Abner W. Lovell was appointed, serving until April 27, 1852, in the store building since occupied as a clothing store by Louis Arenovski. Mr. Lovell was eighty-six years old in 1889, and tells with boyish glee why he was superseded by Joseph H. Parker, who removed the office to the present store of Albert Chase, where the plain outside letter box is still attached. Mr. Parker soon sold out and went to sea, and Gorham F. Baker was the successor in the same place. This was under the administration of President Pierce and prior to 1856. He was succeeded by Daniel Crowell a short time, and he by Roland S. Hallett. In the administration of President Buchanan, George L. Thacher was appointed and held the office until F. C. Tobey was appointed early in the first term of the lamented Abraham Lincoln. He kept the office in his store by the stables of Leonard Chase, Pleasant street. His term was short and he was succeeded by R. S. Pope in the building now used by the library association. In 1871 Theodore F. Bassett was appointed, who removed a private school house to the site and inaugurated the present post office conveniences. The boxes and para-

phernalia of this office, compared with the nine large and only boxes of the office in 1850, indicate one of the improvements of the pretty village of Hyannis. Charles G. Perry was appointed in 1885, and in June, 1889, the present efficient officer, George W. Hallett, assumed the control under the present administration.

Besides the churches Hyannis supports several lodges and societies. The Independent Order of Odd Fellows, years ago, embraced here 112 members; and the Sons of Temperance, also the Daughters, separate organizations, now extinct, once flourished.

Orient Chapter, R. A. M., has a large membership. It was instituted September 9, 1856, and meets in Masonic Hall. Sylvanus Baxter was the first H. P. in 1857, succeeded by Rufus S. Pope in 1858, who served until 1865, and again between the years 1868-70 inclusive. Joseph K. Baker served in 1866 and George J. Miller in 1867; Miller was re-elected in 1871, serving to 1875 inclusive, and again in 1881-86; J. W. Chapman was H. P. in 1876-80; George H. Smith, 1887-88; and N. A. Bradford was elected for 1889.

Fraternal Lodge, A. F. and A. M., now at Hyannis, held its meetings at Barnstable village until 1854. It was chartered and the first meeting was held July 21, 1801, at the house of Robert Lothrop. Among its antiquities is the bill for its seal receipted by Paul Revere, November 19, 1801. The lodge leased a small hall where the present Masonic Hall is at Barnstable village, and purchased and remodeled it in 1830. After the removal of the place of meeting to Hyannis and the dedication of their fine hall there in 1855, the hall at Barnstable village was sold to the I. O. O. F.

The first principal officers were: Ezra Crowell, W. M.; Robert Lothrop, S. W.; and Thomas D. Young, J. W., who also served in 1802. The succeeding masters have been: Robert Lothrop, to 1805, and again in 1806; Samuel Allyn, in 1805; Job C. Davis, 1807 to 1811; Sylvester Baker, 1812 to 1815; William Lewis, from 1816 for several years, but how long can not be determined, as the records are deficient to 1839; Henry Baxter, 1840 to 1842; Davis Crocker, 1843 to 1849; Thomas Holmes, 1850; Sylvester Baxter, 1851; Daniel Bassett, 1852; Hartson Hallett, 1853; Rufus S. Pope, 1854 to 1861; John O. Thayer, 1855; H. W. Rugg, 1858, for four years; Samuel Snow, 1862; George J. Miller, 1863-64; A. S. Hallett, 1865; Dr. J. Winslow Chapman, 1866-67; Aaron C. Swift, 1868-69; Samuel Snow, 1870; Charles W. Hinckley, 1871 to 1873; Alexander G. Cash, 1874-75 and 1879; George H. Smith, 1876-78; Henry D. Baxter, 1880; F. A. Bursley, 1881; Robert Lambert, 1882-83; S. F. Letteney, 1884-85; W. L. Hinckley, 1886-87; N. A. Bradford, 1888-89. O. C. Hoxie has been secretary for nearly thirty consecutive years.

The Lodge of Good Templars was organized June 6, 1887, of which Daniel B. Snow was the first W. C., who served until May, 1888, and

was succeeded by S. A. Putnam, B. F. Tripp, George L. Thacher, jr., John M. Blagden, and O. F. Robinson.

Iyanough Lodge, K. of H., No. 1385, was instituted February 14, 1879, and meets in Masonic Hall. The first D. was George J. Miller, who was succeeded by John W. Chapman in 1880; by H. H. Baker in 1881; N. A. Bradford, 1882; Simeon F. Letteney, 1883; Henry W. Gray, 1884; George H. Cash, 1885; O. H. Crowell, 1886; George J. Miller, 1887; N. A. Bradford, 1888-89. It has eighty members, with George W. Hallett, R.

The New England Order of Protection is a mutual life insurance association confined to New England. This branch of the order was organized October 17, 1888, with seventy charter members; only one other Lodge on the Cape had so many charter members, and that was at Chatham. The officers elected to serve until July, 1889, were: Simeon F. Letteney, warden; Alex. B. Chase, V. W.; Joseph T. Hall, treas.; and O. F. Robinson, sec. It numbered ninety-four members in 1889.

The Hyannis Library Association was commenced by subscription, each one subscribing a fixed sum, which entitled him or her to a membership. In 1868 the association was organized. The library has been kept in the building east of the depot for several years, and is open to the public on Saturdays. It is free to members, others paying a small weekly fee for the use of books. The library in 1889 contained 959 volumes of well-selected literature.

The Hyannis Cornet Band was organized in 1884, and is a credit to the village. A band stand was erected for its use in 1886, on Main street, near Park.

HYANNIS PORT is a post-hamlet one mile southwest of Hyannis, on the coast, and has every advantage for being one of the best summer resorts along the south shore. The settlement and business of that part of Barnstable commenced here, and this community and Hyannis village are inseparably one, although differing in name somewhat. Schooners and coasters were built here by Crocker Marchant very early, he being owner of the yard and a practical builder. Frederick Scudder, David Hinckley, Dea. James Marchant and Freeman Marchant made salt here soon after 1800. The plain, west toward Squaw island, was once active with these industries. The first store here was built by David Scudder, on the corner near the present Tower House. Freeman Marchant and Frederick Scudder succeeded him for several years, and Frederick Scudder closed this store about 1860, a portion of which is still on the site. Previous to the closing of this, he had built a wharf and store at the foot of Sea street, where the fishing and other business was mainly conducted.

Freeman Marchant erected the present Tower House, which was

run as a hotel for years, and is pleasantly situated. The entire vicinity was laid out by the Hyannis Port Land Company years ago for a village of much importance, but by some mismanagement or misfortune the undertaking did not succeed. Much of the property is now in possession of the bank at Framingham, where the company was formed. In September, 1872, Gideon Hallett built a hotel here, which was opened to the public in 1873. He added to it in the same year, making a large and convenient house, which is called "Hallett House." In 1888 Mrs. Emily Whelden purchased it and is the present proprietress. David Scudder started a post office when he had the store, in which he was succeeded January 2, 1829, by Frederick Scudder. Daniel Bassett was postmaster from April 18, 1840, until November 10, 1852, when the office was discontinued. In 1873 W. L. Hinckley revived the office and was appointed postmaster. The people receive a daily mail from Hyannis for nine months, and two a day in July, August and September.

CENTREVILLE, the Chequaquet of the Indians, occupies, as the name implies, the central position among the hamlets on the south side. It is one of the most fertile and beautiful portions of the town. In the history of the town this portion was selected for settlement soon after it was purchased from the natives. Of its development prior to 1800 but little can be said, but it became prominent soon after that date as a favored locality for building vessels, in which James Crosby, Jonathan Kelley, Dea. Samuel Crosby and others engaged. Mr. Kelley, as early as 1830, built two a year for several years, and Mr. Crosby continued the business later where the store and house of Enoch Lewis stands. It is said that the last coaster built here was about the middle of the century and was sunk by the rebels while on a trip south during the civil war; Captain Ephraim Crowell was the master. Deacon Crosby built at Centreville wharf the last vessels built in this vicinity.

Soon after 1830 Freeman Marchant built a small store here, now a part of Ferdinand G. Kelley's, in which his sister, Tirzah Marchant, kept the merchandise sold in Centreville. In 1837, after Warren Marchant had succeeded his aunt Tirzah, a company was formed called the Centreville Trading Company, with Warren Marchant agent. In 1841 Jonathan Kelley and son purchased the site and business, and in 1854, the son, Ferdinand G. Kelley, became sole owner and is still in the business. A second store was started in the spring of 1847 by Alvin Crosby and Ansel Lewis, from which Mr. Lewis retired in March, 1868. Mr. Crosby continued the business until April, 1886, when he sold to Nathan H. Bearse and Harrison Phinney, who under the name of Bearse & Phinney continue in trade. The store has been by them given its modern form.

The third store at Centreville was built in the fall of 1847 by Wilson Crosby and his son, Frederick W. They continued a general trade until 1857, when the son went west, and Wilson Crosby continued in grain and flour until his death in December, 1874; Enoch Lewis, his son-in-law, has continued the business since. James Cornish had a small store prior to 1857 near where he lives. Another store was started in 1868 by Moses F. Hallett, who in 1874 took his son, Samuel H., into partnership, and they still continue. The building has been enlarged from a smaller one—the shoe shop of Captain John C. Case.

A drug store was run by Sylvanus Jagger during the last years of his life, and the business is continued by Maria G., his widow. Among those of the past is the store of Nelson Phinney, in a building in which he had previously and for many years carried on considerable of a carriage business; also the little store of Job Childs at his house. Other industries here are the tinshop of Clark Lincoln, operated since 1860, and the harness store of A. B. Gardner.

An important feature in the mechanical department of Centreville's business is the part filled by Henry B. Sears. The shop was first started by Leander Gage, who sold to Clark Lincoln. William Jones purchased the shop and removed it to its present site, subsequently selling to its present proprietor.

As a summer resort Centreville is preferred to many others. Its quietude and beauty, its shaded drives, fanned by the cool breezes from the sound, and other superior attractions, induce prolonged visits from people far and near.

Howard Hall is a fine building erected in 1877, at a cost of two thousand dollars, by a stock company. On the lawn near the hall is a library building, containing a large and well-selected library, free to its members, and only a small fee is required from others.

The old cemetery here was long ago supplemented by a later one near the church, and this in turn is now but little used. In 1855, November 9th, a meeting was held by the citizens, and the Oak Grove Cemetery Association was formed. Five acres of suitable land were purchased just north of the village, on the West Barnstable road. This has been well fenced, and is the general burial place for the community. The officers for 1890 are: F. G. Kelley, treasurer, and Eli Phinney, clerk. Three directors are elected the first Monday in January of each year.

A post office was established in 1834, with Warren Marchant, postmaster, from March 4th. He was succeeded, April 23, 1839, by Ferdinand G. Kelley, who has held it since, covering a period of over fifty years. Mr. Kelley's commission was signed by Amos Kendall, postmaster general.

In 1837 Gorham Crosby began making his house a stopping place for travelers. The old house was replaced by a new one in 1859, where Aaron Crosby, the son, continues to accommodate the public.

CRAIGSVILLE is a beautiful resort, just southeast of Centreville—between it and Hyannis—and is famous for its camp ground. Its visitors, attracted by its beauty and novelties, may be numbered by thousands each season. A post office is maintained here by the government during the season, a mail pouch being received from Hyannis. Miss Susie V. Aldrich was postmistress in 1889.

MARSTON'S MILLS is the Indian Mystic, and is pleasantly situated between Osterville and Cotuit. Its importance, early in the history of the town, is largely due to the excellent power for mills, which were erected very early on the stream issuing from the several ponds at the north, flowing into Cotuit harbor. A fulling mill, a cloth dressing mill, a jewelry establishment, a grist mill and blacksmithing existed here at an early date. Here, as has been mentioned, was the ancient fulling mill of Thomas Macy—in 1689—on what was called Goodspeed river, for those families were the first here. This mill was used many years as a fulling mill. Benjamin Marston, through a long course of years, ran it. He was here in 1738, from which time it took its present name. In 1829 the former business of the place had dwindled to a grist mill, and to carding, cloth dressing, fulling, etc., by Robert Francis and A. B. Marston. Francis sold out in 1829 to Nathaniel Hinckley, who enlarged the building and added one of Copeland's first-class carders. He continued the carding and cloth dressing until 1852, when Rufus Churchill became a partner. They purchased cotton in Boston, and here made cotton batting until 1855, when the death of Mr. Churchill's son, for whom it was purchased, caused its decline. Neither party wished to purchase the share of the other; the old mill was subsequently removed, and the remains of the dam, on the land of Lilly Backus, is the only remaining memento of this important fulling mill, except this history.

At a proprietors' meeting, February 13, 1704-5, at the request of John Stacy (or Stasye), the privilege to erect a dam on the Goodspeed river, or Cotuit, was given, if he would build a grist mill for the benefit of the inhabitants, and charge only two quarts to the bushel for toll. This dam was not to interfere or "damnifie or pen any back water to hinder the fulling mill already set up." Chipman Hinckley and Ebenezer Scudder subsequently owned the old mill, which was purchased in 1842 by Nathaniel Hinckley, who put it in order, adding a corn and cob cracker. Mr. Hinckley now made an unsuccessful attempt to put the two dams together, for the purpose of starting a paper mill to work the beach grass of the Cape into paper. The mill, in 1889, with its dam, was still to be seen as of yore, and Mr. Hinck-

ley, venerable in age and good works, was still seen passing to and fro between it and his residence. Not only do these mills render this hamlet of historic interest, but it was the home of Judge Nymphas Marston, who died in the house now occupied by Heman Thomas, on the knoll just west of the mill.

Early stores were established, but the first of which any record can be found was that of Nathan Hinckley, in 1820, in an addition to his house. He lived northeast of the present village, and this was for fifty years the leading store of that part of Barnstable. In 1826 Nathaniel Hinckley had a store at the mills, which in 1833 he sold to William Marston, his clerk, who was in business forty years or more before L. N. Hamblin & Co. began business. George L. Hamblin now keeps the only store here, having succeeded the last named company.

The enterprising citizens erected Village Hall in 1859 for their own and public use, and it is well kept up by the stock company owning it.

Nathaniel Hinckley was the first postmaster and we find him in his office in January, 1828, at his residence, where he kept it until November 8, 1854. Charles Bassett was then appointed, who, with Russell Hinckley and John J. Backus, filled the time to 1879—the date of the appointment of Dennis H. Mecarta. Mrs. Harriet A. Mecarta has been postmistress since the death of her husband in 1885–6. Nathaniel Hinckley has filled various offices of trust in the town. He was elected ten different years representative to the general court, and in the years 1836 and 1869 was appointed by the respective speakers on the committee on revision of the public statutes. He has also been register of probate and sheriff of the county, and was appointed by President Lincoln commissioner of the board of enrollment during the rebellion.

BIOGRAPHICAL SKETCHES.

SIMEON L. AMES.—The family name of which this resident of Cotuit is a representative is found early in the last century, in the annals of Barnstable. The first record is of Thomas, who, December 30, 1746, married Mehitable Fuller, a descendant of one of the first settlers of the plantation. Enos, his son, born in 1759 in Osterville, was the father of Isaac I. Ames, who married Beulah Coleman of the same place. She was the sister of Nathaniel and a descendant of Edward Coleman, one of the important additions to the settlers of Barnstable in 1662. Isaac I. continued his residence at Osterville, raising a family of children, one of whom was Simeon L. Ames, born December 6, 1822.

At the age of seven he was apprenticed to Deacon Munroe of Barnstable, and the short period at the Osterville school previous to his



Simon L Ames

removal, and the three years he lived with the deacon constituted his school-boy days. At the age of ten he shipped as cook on the sloop *Oysterville* for a coasting voyage, and as soon as his age permitted, while yet in his teens, he was made master of a coaster. At eighteen he went one voyage on the *Wm. Penn* as boat steerer. He returned to coasting and this profitable service he continued several years. In 1852 he was master of the steamer *Osprey*, plying between Boston and Philadelphia. He was ordered to go to Boston for sealed orders which, when received, only gave him sixteen hours to prepare for a voyage to St. Johns, Newfoundland, to the rescue of the passengers of the ill-fated steamer *Philadelphia*. Before his arrival at St. Johns the steamer *Arctic* was also wrecked there, and he returned to Philadelphia with the few survivors from the latter and about seven hundred from the former. He acted as master or pilot on steamers between the cities of the Atlantic coast for two years, and in 1854 he, with others in a company, had the tug *William Sprague* built for use in Boston harbor, where he continued in command until his retirement in 1856.

During the latter part of his seafaring life, December 3, 1846, he married Miss Lucy Fessenden Crocker, who was born June 1, 1823, at Cotuit, and worthily represents the two historic families indicated by her name. Their marital relations have been blessed by a family of three children, of whom one daughter, Hattie S., born October 1, 1849, in Cotuit, died at the age of eleven in California. Of the two surviving children, the oldest daughter, Carrie Crocker Ames, born November 30, 1847, married Emerson O. Stratton on the 15th of December, 1870; they live in Arizona and have had four children: Mabel, Edith O., John S., who died at the age of five, and Elmer W. Stratton. The youngest daughter of Mr. Ames is Lucy S., born October 14, 1859, in California, and January 17, 1883, she married Elmer W. Lapham. Many pleasing coincidences are concealed in the histories of the ancient families of the Cape, and here one is unearthed. This youngest daughter, Mrs. Lapham, resides in the house of her mother's father, who was a Crocker. The home is known as the Ebenezer Crocker place, and is the birthplace of Zenas Crocker, Mrs. Ames, Rebecca Crocker and others; and among the smaller mementoes of the past the family have carefully preserved the diary of 1761, written while among the Indians of the Six Nations, by Rev. Gideon Hawley, who was also one of the ancestors of Mrs. Ames.

When Mr. Ames left the sea in 1856 he removed to California where he was engaged in a store until 1861, when he returned to Cotuit, purchased his present farm, erected his pleasant residence, and here he enjoys the fruits of his active and well spent life. His time has been spent in agricultural pursuits, and since 1870 more especially in the culture of cranberries. Retiring in his nature, prefer-

ring the home circle to the vicissitudes of civil life, he has not consented to fill any official trust beyond that of school committee for his own division of the town. Like many others on the Cape he is familiarly called "Captain," a title he has earned by years of meritorious service on the seas as master, but he is entitled to a cognomen of equal significance for the masterly tacks he has made on land.

Ferdinand H. Bassett^s (Gerry^r, Joseph^e, Daniel^s, Daniel^a, Joseph^s, Nathaniel², William Bassett¹.) was born in 1842, and was at sea from 1858 until 1886, being sixteen years in command of vessels. Since retiring from the sea he has been in business at Hyannis. His wife, Caroline, is a daughter of Judah Baker, deceased, of South Dennis. Their three sons are: F. Clifton, Elisha B. and Winthrop D. William Bassett¹ came in the *Fortune* in 1621. Zenas D. Bassett, who was born in 1786 and died in 1864, was a prominent man in the county. He was a son of Joseph Bassett^e.

Charles L. Baxter, born 1833, is a son of John B. and a grandson of John Baxter. At the age of fourteen he began at carpentry and has since followed it as his principal business, although now also interested in cranberry culture. He built H. W. Wellington's house at Wianno Beach, the Colonel Codman and Wesson places at Cotuit Port, Zenas Crocker's residence at Cotuit, and in 1858 his own residence there. His wife was Josephine Jones.

Captain Samuel S. Baxter, born 1828, is the youngest child of Shubael Baxter, who was a master mariner and privateer in 1812. Captain Baxter went on a coasting voyage when but eleven years of age; was in North Carolina and West India merchant service two or three years, then in United States mail line to California from 1853 to 1860. He was engaged in transport service during the civil war from 1861 to 1865, after which he made several voyages to New Orleans and Ferdinandina, Fla. He retired in 1866, and is at present residing near Marston's Mills and interested in oyster culture. His wife was a daughter of Luther Hinckley, a prominent Barnstable man. They have two daughters.

Asa F. Bearse, merchant at Cotuit, is a son of Alfred and grandson of Moses Bearse, formerly a house carpenter in Hyannis. He was at sea for seventeen years, fourteen years as captain. His wife, Sarah L., is a daughter of Captain Oliver Nickerson. Their children are: Elva W., Mabel (Mrs. Gilbert L. Coleman) and Alice, now in school.

CHARLES C. BEARSE.—The progenitor of this family was Austin (Augustine) Bearse, who arrived in the New World April 24, 1638, in the ship *Confidence*. He was twenty-one years of age when, in 1639, he came to Barnstable. He was admitted to Mr. Lothrop's church April 29, 1643, and the record says of him, "he was a consistent and esteemed member." His grandson Benjamin, son of Joseph, was the



C. C. Beane

first to erect a house in Hyannis, and was among the first interred in the burial place of that village. Among the subsequent descendants of these sterling ancestors was Charles C. Bearse, born April 2, 1812, at Hyannis, where his father, Moses, and his grandfather, Gershom, lived and died.

At the age of ten he went to reside with his uncle, George Hinckley, of whom he learned the carpenter trade, and at Osterville he obtained the education afforded by the common schools. He was married December 27, 1842, to Penelope P. Crocker, daughter of Braddock Crocker, who was a prominent merchant of Cotuit for twenty years prior to his death in 1840. Her grandfather Crocker, born in 1753, was one of that ancient family which has been for years identified with much of the prosperity and wealth of the Cape.

Soon after his marriage Mr. Bearse erected the beautiful home at Cotuit, where he died February 24, 1889, leaving, besides his widow, two daughters. The eldest is Isabel T., born May 29, 1848, who, January 12, 1881, married Julius Nickerson, a prominent merchant of Cotuit, and has a daughter six years of age, named Carol Isabel. The youngest daughter, residing with the mother at the homestead, is Nellie Bearse, born December 23, 1866.

The life and services of the deceased, through a period of three-score years of activity and usefulness in every phase of responsibility, leaves honorable testimony of his public and private virtues. Not content with the limits circumscribed by his trade, he established a large business in lumber and hardware at Cotuit, and became an expert architect and builder. At the age of thirty-three, the confidence in his ability was manifested by an election to a seat in the general court for two years; and at the expiration of the term he was elected selectman and assessor of his town, which positions he filled most acceptably for nearly a quarter of a century. He declined, in 1871, to serve longer, and the citizens of Barnstable, in open town meeting, passed resolutions of thanks for his worthy services, and of regret at his retirement. These were not his only public duties. He served one term as high sheriff of the county; for many years, until his resignation, he was postmaster at Cotuit; and his services as justice of the peace, through repeated appointments here, terminated only by his decease.

In July, 1865, when the First National Bank of Hyannis was organized, he was one of its directors, which position he held until the board was reduced in number; but he was again chosen in 1887. The board, at his death, passed and presented to his family resolutions of grief and condolence. He was also chosen one of the board of directors and investment of the Hyannis Savings Bank at its organization, and until the institution closed he was among the most earnest.

In none of the responsible duties required of this worthy citizen were his services more sought or his equity better demonstrated than in the settlement of estates in his own and adjoining towns. In the careful adjustment of the most complicated of these he excelled. Through his public and private life, those who had been associated with him for nearly half a century, themselves prominent in affairs, unreservedly attest to the pure Christian motives, decisive opinions, excellent judgment and wise counsels of Charles C. Bearse.

While moss is growing over the granite, and time is making the marble gray, the good influence which he exerted upon the age in which he lived will still be widening; and the student of local history will hardly find, in the annals of men, a more perfect instance of financial and political purity.

Nelson H. Bearse, born in 1844, is a son of the late Nelson Bearse, whose father, James, was a son of James and grandson of Lemuel Bearse. Nelson H. followed the sea from 1858 until 1878. His wife is Mary C. Ames of Osterville. They have six children, including a pair of twins, which is the ninth pair in this branch of the family.

Revilo P. Benson was born in Rochester, Mass., in 1845. His father, Ephraim Benson, was born in 1800. He located in Marston's Mills in 1874, where he still lives, carrying on a blacksmith business. His wife, Isadora G., is a daughter of Captain Josiah Hamblin, formerly of Falmouth. They have one child, Nettie M. Benson, born at Wareham, Mass., in 1874.

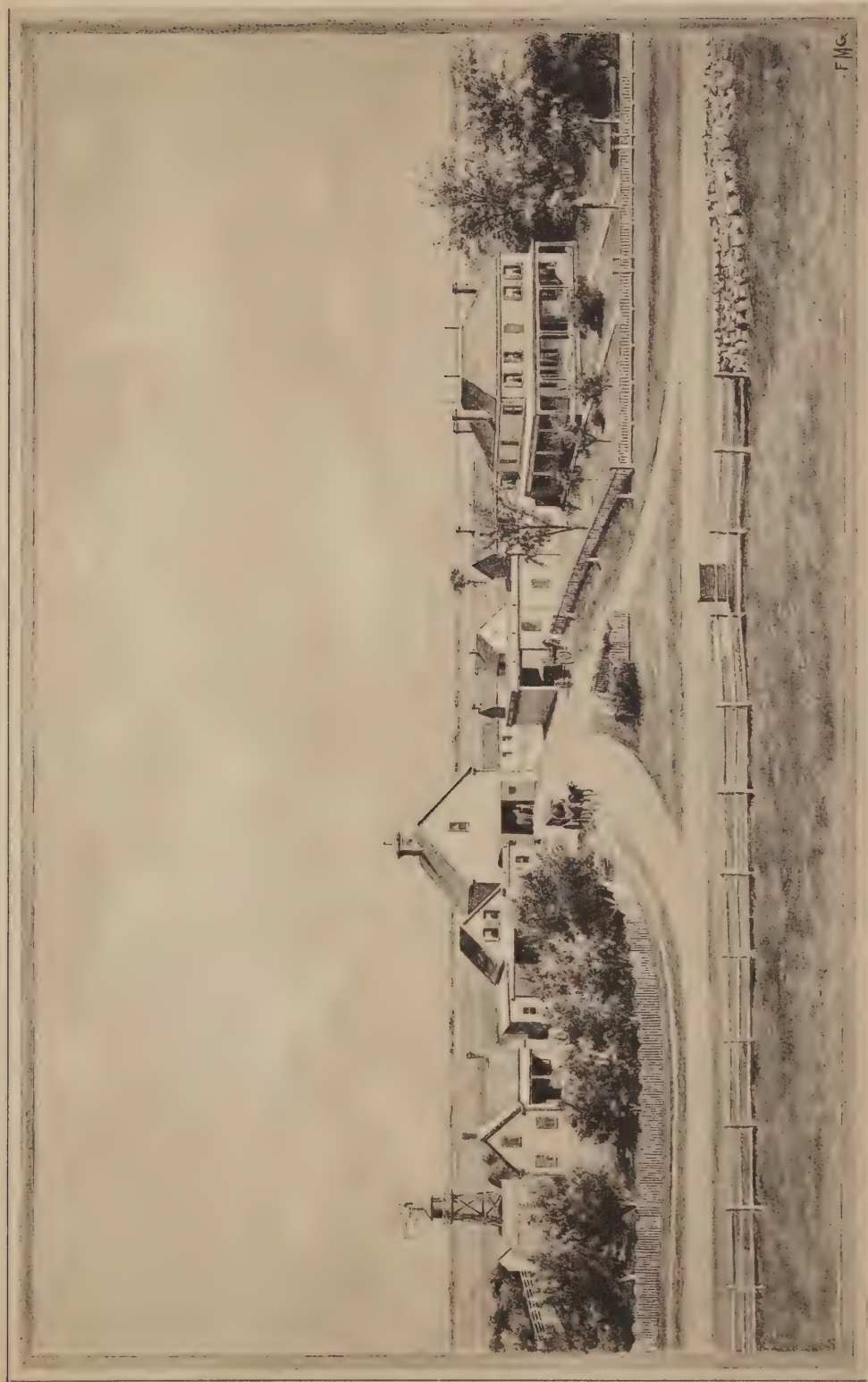
Simeon Lovell Boulton, a retired sea captain, born 1819, is a son of Charles Boulton, who came to this country when a boy. His mother, Rebecca, was a daughter of Simeon Lovell, whose house was in Osterville on the north side of the main road, near Crocker's Corners. Mr. Boulton followed the sea from the age of fourteen until 1875, in the coasting trade. His wife, Rozilla A., was the eldest daughter of Nathan Coleman. She died November 30, 1882, leaving one daughter, Isabella C. Boulton.

DANIEL P. BURSLEY.—As the only surviving representative of one of the branches of the ancient family of Bursley, the name at the head of this sketch composes an important element in the genealogical history of the county. John Bursley, the progenitor of the family, was with the first settlers of Barnstable, and on November 28, 1639, he married Joanna, daughter of minister Hull. From this worthy ancestor the lineage has been: John, jr., Joseph, Joseph, jr., John, Josiah and Washburn, the father of Daniel P. Bursley. The residence on the corner opposite the old Jabez Howland tavern, West Barnstable, was the homestead of Josiah, who reared to usefulness six children:



J. S. Bursley

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RESIDENCE OF DANIEL P. BURSLEY,

West Barnstable, Mass.

Lurana, Daniel, Washington, Washburn, George and Enoch P. Bursley. The fourth child, Washburn, was born October 5, 1812, and until his death, October 29, 1886, was an important factor in the growth and business of West Barnstable. He was a farmer until the advent of the railroad, when he established the express line to the south shore, which for many years bore his name and still is known as the Bursley Express. Such was his punctuality that for over thirty years he never missed being at the proper trains; and during the whole period no storm or business kept him a night from his family.

He married, December 10, 1834, Deborah Lothrop Turner, who survives him. She is a direct descendant from Governor Prince. Their only child, Daniel P. Bursley, was born October 30, 1836, and married Hannah D. Linnell, of Centreville, November 7, 1858. She is the only daughter of Captain David Linnell, a direct descendant of Robert Linnell, one of the original members of John Lothrop's church, Barnstable, in 1639.

In 1854, at the age of eighteen, Daniel P. shipped before the mast in the merchant service of Crocker & Warren, of New York. His first voyages were in the ship *Raven*, in which he steadily arose in rank until he was appointed first mate in her voyage of 1864. He accepted the command of the *Franklin* in 1865, in the employ of W. F. Weld & Co., Boston, sailing to San Francisco, thence to China and around the world home. In 1867 he was master of the same ship on a similar voyage; and in 1869 of the *Borneo*; in 1870 of the *George Peabody*. In 1871 he was sent overland to the Pacific coast to bring home the ship *California*, loaded with logwood; and in 1872 made his last voyage to San Francisco, and thence to Europe, in the *Belvidere*. His wife not wishing to longer accompany him, and the declining health of his father, induced him, in 1875, to give up a sea-faring life. He and his wife have since resided in the Bursley homestead, and are the solace of the worthy mother. He has earned the soubriquet of "Captain," as he is familiarly called by his intimate friends.

He is prominent in the civil affairs of his town, and although an active, worthy member of the republican party, he declines every proffer of office. He has been the agent of the New York & Boston Despatch Express Company since its establishment, which, with his own complicated business, set forth in the history of his village, occupies his time. Notwithstanding his many duties, he finds time for the social relations of life, and in the pleasant home circle enjoys not only the present, but many memories of the past. The beautiful homestead is historic from its site, and the fact that some of its timbers and covering were formerly in the residence of James Otis, the patriot. The front door step was once the hearth-stone in the parlor of Brigadier Otis, whose house near by has been taken down within

his remembrance. He also points with pride to the backgammon board, two hundred and fifty years old, once the property of the brigadier, and which is an exquisite piece of English inlaid mechanism.

The many years of successful service in an important branch of commerce, and the high esteem in which he is held in the social, civil and business relations of his native town, indicate that in Daniel P. Bursley, as one of the scions of that original band of settlers, the honor and integrity of the family is maintained.

John Bursley^o (William T.^s, 1832; Charles H.⁷, 1801-1878; Heman^o, 1770-1850; John^s, 1741-1827; Joseph⁴, 1714-1778; Joseph^s, 1686-1750; John², 1652-1726; John¹, died 1660,) was born in 1859. John¹ bought a large land property at West Barnstable, including the farm now occupied by the eighth and ninth generations of his descendants. Charles H. Bursley⁷ was the first secretary of the County Agricultural Society, acting fifteen years or more. John Bursley^o married Florence A., daughter of William H., granddaughter of Ezekiel H., and great-granddaughter of Isaiah Parker.

Alexander G. Cash, mentioned as a merchant at Hyannis, was born at Cotuit Port in 1840. His father, William Cash, was born at Mattapoiset, Mass., and was shipmaster in the whaling service from New Bedford and Nantucket from 1848 to 1864. His grandfather, Alexander Cash, was born at Nantucket. Alexander G. was at New Bedford, Fall River and Brockton between 1857 and 1866, and from 1850 to 1855 was on the ocean and at Sandwich islands. He was deputy and special sheriff from 1878 to 1890. He has been twice married. His first wife, Rebecca A., was born in New Bedford. She left two children: William S. and Stanley A. His second wife, Phebe A., was born in Nantucket.

Dr. John Winslow Chapman, of Hyannis, was born at Philadelphia in 1828, and was educated there with Dr. J. M. Harris and at the Philadelphia College of Medicine. His wife, Ella Dorr, is a daughter of Captain Nathan Coleman of Cotuit, a wealthy ship master. Dr. Chapman began the practice of dentistry at Hyannis in 1846, and excepting eight years preceding 1857—when he was in New York—has followed his profession here.

CAPTAIN ALBERT CHASE.—This much esteemed citizen of Hyannis is a descendant of William Chase, one of the original settlers of the plantation of Mattacheese in 1639, who came to the colony of New Plymouth in 1630 and resided at Roxbury and Scituate before his removal to the Cape. In the division of the plantation he was a resident of Yarmouth, where he was appointed constable and collector in 1640. This ancestor, succeeded by a line of male representatives prominent in church and state, was worthily represented by Dea. Anthony Chase, of the Hyannis Baptist church, who was born in 1757



Albert Chase

and died at the age of eighty-three, after a life of marked usefulness. His son, Anthony, was a resident of Yarmouth, where, in 1808, Albert Chase, the subject of this sketch, and the only survivor of this branch of the family, was born.

At the age of sixteen he shipped before the mast in the coasting and foreign merchant service, and by his diligent application, was advanced along the line of promotion until he was master, which responsible position he filled in the packet service between New York and Boston for nearly a score of years before his retirement.

He married, September 7, 1830, Elizabeth P., daughter of Abner Taylor of Yarmouth, and only sister of Elisha Taylor of South Yarmouth. Their only child, Amanda E. Chase, was born in 1833; she married Stephen Henton of Pennsylvania, and died a few months after. Mr. Chase resided at Hyannis Port prior to 1857, when he erected and removed to his present beautiful residence in Hyannis.

In 1860 he engaged with Joshua Baker in mercantile pursuits, of which an account has been given in the history of Hyannis village. Like his ancestors, he is a supporter of the Baptist church, and in politics is a type of the Jeffersonian school of democrats. He prefers the congenial home to any honors that can be conferred by office, and has persistently declined all proffers. He was once elected as one of the directors of the Hyannis Bank, in which he is interested, but even this encroachment upon his domestic habits was distasteful, and he soon resigned, although possessed of mature financial ability so valuable to the board. In all business relations his conservative methods have produced eminent success and a competency for the decline of life. For more than half a century his public spirit, his enterprise, his ready counsel and material aid have advanced the worthy and philanthropic objects of his town.

Although he has recently passed the eightieth mile-stone of an active life, he still bids fair for the enjoyment of a score of useful years in the practice of those virtues which have marked his life and made it a forcible illustration of how temperate living and regular employment of mind and body may give length of days and bring those who practice them to the quiet harbor of a serene and hale old age.

Edward W. Childs, born in 1842, is a son of Captain Simeon C. Childs, whose father, David, was a son of Job Childs. Mr. Childs followed the sea in coasting about seventeen years, and was for nine months a soldier in the civil war. After the war he was for fifteen years variously engaged as foreman and inspector on contract construction of reservoirs and water works at New Bedford, Pawtucket, Lowell and Manchester. His present business is farming and cranberry culture and poultry raising. His wife, F. Albertine, is a daughter of Franklin and granddaughter of Nathaniel Freeman of Orleans.

William Childs, born 1819, is a son of Thomas and grandson of Job Childs, who was formerly a farmer at Centreville. His mother, Susanna, was a sister of Joseph Cammett. He followed the sea from the age of fourteen until about 1857, being master the last three or four years. He markets three hundred to four hundred barrels annually of Little River oysters from beds which he owns. His wife, Sophia, is a daughter of Daniel H. Sturges. They have had eleven children, six of whom reside here.

John F. Cornish was born in Plymouth in 1821. When thirteen years of age he came to Centreville, where he still lives. He is a carpenter by trade. For ten years prior to 1854 he ran the stage from Sandwich to Hyannis, via South Sandwich, Cotuit, Osterville and Centreville. He was at sea, coasting, from 1854 to 1872. His wife is Elizabeth B., born in Cotuit, daughter of Captain Asa and granddaughter of William Stevens of Plymouth. Their children are: John B. of Boston; Lizzie (Mrs. General Ayling of New Hampshire); and Sarah (Mrs. Dr. John E. Pratt of Sandwich). Mr. Cornish's father, Freeman, was born in South Plymouth about 1783, and his father, John Cornish, is believed to have been born in Plymouth.

Alfred Crocker, born November 3, 1844, is a son of Loring, grandson of Loring and great-grandson of William Crocker. He was engaged in the manufacture of salt with his father until twenty-nine years of age, after which he was for eight years railway postal clerk. He was five years postmaster at Barnstable, and for the past nine years has been a member of the school committee, and is at present a deputy sheriff. He was married November 19, 1872, to Mary A., daughter of George C. Davis. They have two children: Alfred, jr., and Hattie.

Benjamin F. Crocker, born 1822, is a son of Enoch, grandson of Joseph and great-grandson of Moses Crocker. Enoch was manufacturing shoes at Yarmouth Port several years with Charles Sears and Thomas Thacher. They ran a stage line from Yarmouth to Sandwich. Joseph was a deacon in the West Parish church. Benjamin F. has resided at Hyannis since his return from California in 1852. His wife, Caroline, is a daughter of Dr. Moses R. Percival, the homœopathic pioneer of Maine. Their oldest son is Dr. Willard C. Crocker of Foxboro, Mass., and another son is studying medicine.

Charles C. Crocker, born 1831, is a son of Enoch and grandson of Samuel Crocker. In 1849 he began his present business, as noted in the Hyannis village history, and has continuously occupied his present shop since 1851. His wife is a daughter of Laban Hallett, deceased. He has two children: Welles H. and George F. Mr. Crocker was elected first selectman in March, 1884, and annually since.

Eben B. Crocker⁷, born 1854, is descended from Frederick W.⁶, David⁵, Daniel⁴, Job³, John², William¹. Eben B.⁷ was deputy sheriff here from 1880 to March, 1887, when he began his first term as selectman. He has done the only ice business here for a period of eight or ten years. His wife, Ella D., is a daughter of Daniel Scudder of this town. The ancestor, William¹, was one of the First Comers of 1639.

Henry P. Crocker, merchant at Osterville, is a son of Brigham and grandson of Moody Crocker. His mother, Sophia, was a direct descendant from Governor Hinckley. Mr. Crocker was at sea twelve years prior to 1874, and then until 1884 was captain in coastwise merchant service.

Isaiah Crocker, son of Benjamin F. and grandson of Isaac Crocker, who once lived in West Barnstable, was born in Osterville in 1813. He married Eliza, daughter of William Holway of West Barnstable, and had six children: Edmund A., now of Boston; Mary E. (Mrs. Barker, deceased), Martha W. (Mrs. Israel Crocker), Wallace F. (deceased), William H., a teacher in the Osterville Grammar School, and Ellen (Mrs. Edward Spooner of Campello). The celebrated Crocker eel and fish spears are made by Mr. Crocker, who for nearly half a century has furnished those and other devices for capturing eels and fish. Israel Crocker, mentioned above, is a well-known merchant at Osterville. He was born near Scorton hill, where his father, John, and his grandfather, C. R. Crocker, who came from Wareham about 1800, lived.

Oliver Crocker, born 1822, is a son of Ezekiel and grandson of Joseph Crocker. He went to sea at seventeen years of age and followed whaling twenty-five years, making four voyages in the Arctic ocean and others in the Pacific and Indian oceans. His wife, Nancy, is a daughter of Benjamin Jones. Their children are: Oliver A., Foster, Nannie E. (Mrs. George L. Hamblin) and Florence (Mrs. Rev. Frank W. Hamblin).

Oliver H. Crocker, born 1820, is a son of Benjamin F. and grandson of Isaac Crocker. He was formerly a ship carpenter, but is now engaged in farming. His wife, Lurana, is a sister of Alvin Crosby, of Centreville. They have one son, William Oliver Crocker.

Zenas Crocker, born 1831, is a son of Zenas Crocker, whose father was also named Zenas. He was at sea in early life, and in 1852 he went to California, where he stayed seven years. He subsequently spent two years there. His present business is cranberry culture. He was married in Sandwich, Mass., to Susan A. Jones, a native of Vermont. Their children are: Hattie E., Zenas (who has four children, including a son Zenas), Ellen M. and Francis H. Crocker. Ellen M. married Captain Daniel H. Handy, of Cotuit, January 8, 1890.

The Crosby family is largely represented at Centreville and Osterville by the descendants of Jesse Crosby (1732-1804). His father, Ebenezer, was born in Brewster in 1706, where his father, Ebenezer, was born in 1675, he being the son of Rev. Thomas Crosby, an early preacher in Eastham, who came to New England with his father, Simon, in the ship *Susan & Ellen*, April 18, 1635. This Jesse Crosby had eleven children, the sons being Nathan, James, Allen, Jesse, Daniel, Andrew, Samuel and Lewis, the latter name alluding to the Mr. Lewis in whose family, at Centreville, Jesse was raised. Alvin Crosby, a retired merchant of Centreville, born in 1803, is a son of this Lewis Crosby. His wife, deceased, was Ploomy Kelley. Their only surviving child is Nancy G. (Mrs. Owen Crosby), whose two daughters are Emily F. and Minnie E.

Horace S. Crosby, born 1826, is a son of Andrew, third son of Daniel Crosby above named. He began business as boat builder in Osterville in 1835, and during that year built the first sail boat ever used here, as at that time there was no other business of the kind within fifty miles of there. This boat building business is still carried on by his sons and nephews. He married Lucy A. Backus, of Marston's Mills, and has four sons. His son, Herbert F., the boat builder, was born in 1853, married Sarah Helen, daughter of Nathan West, and has five children: Elliott, Wilbur, Ethel, Herbert B., and Andrew W.

Charles H. Crosby, son of C. Worthington Crosby, was born in 1854. His wife, Edith M., is a daughter of Joseph and Persis H. Robins. They have one daughter, Edna Browning, born August 19, 1878.

Allen Crowell, born in 1820, is a son of Abner and grandson of Abner Crowell, once a farmer at South Yarmouth. He went to sea when eleven years of age, and before he retired in 1887 had been forty-six years in command of schooners and ships in the merchant service. In 1843 he married Phoebe C. Miner, of Mystic, Conn. Their only son is Winthrop M. Crowell, of Cleveland, Ohio, and their only daughter, Phoebe C., is the wife of Judge William P. Reynolds.

David Davis⁶ (Benjamin⁴, David³, James², James¹), was born in 1845 in Barnstable. He was with the Walworth Manufacturing Company in Boston for thirteen years prior to 1877, when he opened the store near his residence, which he carried on until 1883, then removed to the store which he now occupies. His wife, Anna A. Peabody, is a remote descendant from George Peabody. They have four children: Henry C., James, Herbert N., and Edith A. It was Mr. Davis who discovered, on the farm which he now owns, the skeleton of Iyanough, which is now in Pilgrim Hall at Plymouth. The bones were identified by the kettle in which the skull was found, and which was thought to be the one mentioned as part of the purchase price in a deed which the old chief gave.



Nathan Edson



RESIDENCE OF NATHAN EDSON,
Barnstable, Mass.

The Dimmock name here comes from Thomas Dimock of 1639, who was ordained as elder of the Barnstable church August 7, 1650, and died in 1658. Colonel Joseph Dimock (1734-1822) was a nephew of Thomas. He married Thankful Dimmock, and their only child, Hannah, married Ansel Bassett, a son of Nathaniel Bassett.

NATHAN EDSON.—The progenitor of the Edson family in New England was Dea. Samuel Edson, who was born in England in 1612, and whose son Samuel was born in Salem, Mass., in 1645. In the third generation was Samuel, born 1690; his son Samuel was born in 1714. Dea. Noah Edson, born 1756, was the next in direct line. His son Eliphalet, born in Bridgewater, Mass., in 1788, married Polly Johnson, of Bridgewater, and removed, about 1809, to Yarmouth, where he died in 1858. They reared ten children, of whom four sons and two daughters survive.

The fourth of the ten, and one of the survivors, is Nathan Edson, a worthy citizen of Barnstable. He was born in Yarmouth, September 16, 1817. His opportunity for an education was limited to the common school, and when nineteen years of age he had also acquired a knowledge of his father's trade—cabinet-making. At the age of twenty, after a year's service in Boston, he went to Attleborough, Mass., where he engaged in clock-making one year, and then went to Philadelphia. In that city, with a partner, he carried on for three years the business of clock-making, until 1841, when he again engaged in cabinet-making, which business he continued fifteen years, employing steam power and building up a large and important business, which in 1856 he sold to his brother. During this period he was several years a member of the council of the borough of West Philadelphia, before its incorporation with the city, and for five years he was the librarian and managing officer of the Mechanics' Institute there.

In 1861 he removed to Barnstable and purchased the large farm which he has since occupied and managed. His success in agricultural pursuits is as marked as in mechanical, and has given him a prominent position among those most interested in its advancement. For the past twenty years he has been one of the directors of the Barnstable County Mutual Fire Insurance Company, and also of the County Agricultural Society, being now a trustee of its Percival and Eldridge funds, and for nine years past he has been a member of the state board of agriculture.

Notwithstanding his agricultural duties, which, by his supervision and labor, have brought his farm to excel in broad meadows, corn fields and cranberry bogs, he has found time to satisfactorily serve the town many years as a selectman, overseer of the poor, assessor and in other important offices. His executive ability has been duly acknowledged for years by positions on the board of directors of agri-

cultural societies and the local banks, and the appreciation of his valuable services in school affairs has been shown by a re-election to the school board for nearly a quarter of a century. He is also now a trustee of the Hersey fund and an officer in the East parish, where he worships.

In private life he is as unostentatious and genial as in public. He was married May 31, 1838, to Miss Jane E. Messenger, of Attleborough, Mass. They adopted an infant daughter, whom they named Clara A.; she is now the wife of Albert F. Edson, one of the principal merchants of Barnstable. Their children are: Albert L., aged thirteen years, and Lottie H., aged twelve, who, with their parents, live in their grandfather's beautiful home.

Mr. Edson's name coupled with an enterprise is generally accepted as an earnest of its success and merit. Having passed the seventy-second mile-stone of life, he is still blessed with that vigor of mind and body which remain with the few, as nature's especial approval of those who keep her laws. Plain in his tastes and domestic in his habits, he has never sought public office, but in the autumn of 1889, as the candidate of the republican party, with which he has always been identified, he was chosen, after half a century's service in minor offices, to his present seat in the state legislature.

Eliphalet Edson' was born in the year 1815. He was in business in Brewster three years, and for eight years prior to 1856 he was a merchant in Orleans. From that time until 1886 he was in the West, representing a New York mercantile firm. He was married, January 1, 1840, to Ruth A., daughter of Simeon Higgins, of Orleans. She died June 26, 1856, leaving two sons: Edwin W. and Albert F. The present Mrs. Edson is Eliza L., daughter of Nathan Hallett, of Yarmouth. She has one son, Nelson Hallett Edson, born in 1867.

Elisha B. Fish, born 1852, is a son of Elisha H. Fish and Mary A., a daughter of Reuben Fish (1769-1852), and granddaughter of Reuben Fish, who was born in 1738 and died in 1809, in an old house built here about 1717. In this house "Father Taylor"—the sailors' missionary—often held meetings. On the site of this old house Elisha B. Fish built his present residence in 1887. He followed the sea from 1867 to 1871. He then turned his attention to music, and is now engaged in teaching music and dancing. His wife, Florence S., is a daughter of Heman C. Crocker. They have one son, Carl F. Fish.

Heman Fish was born in West Barnstable in 1807 and died in Barnstable in 1887. He did a business as baker here in an early day, his partner in the business being David Snow, who was afterward a merchant and banker in Boston. Mr. Fish subsequently engaged in farming. His wife, who survives, is Ann, a daughter of Nathaniel, granddaughter of George, and great-granddaughter of Nathaniel



F. B. Goss.

Gorham. Mrs. Fish, now seventy-four years old, is the oldest living representative of the Gorham family in this line. She has one sister, Cordelia—Mrs. George Phinney, of Waltham, Mass. Their father, Nathaniel Gorham, was a shoemaker by trade, but carried on a successful business in salt-making and farming.

Henry W. Fish, born 1820, is a son of Isaac, whose father, Josiah, was a son of Reuben Fish, who was born in 1738 and died August 25, 1809. Henry went to sea, coasting and mackerel fishing, from 1850 to 1862, and since then has been engaged in farming. His wife was Lydia F. Holway, of Sandwich. She died in 1884, leaving one son,—Charles H.—and two daughters—Almira F. (Mrs. Edgar Jones) and Hattie E.

Joseph Folger, born on one of the Azore islands in 1822, went to Cape Horn as a sailor when he was sixteen years of age. In 1843 he went to Stonington, R. I. He was in school in Harwich in 1844. He is now a farmer in Cotuit, doing a thrifty business, with his son, in milk farming and cranberry culture. He was married in 1847 to Cynthia, a daughter of Abijah Baker, of Harwich. Their children are: Joseph B., married November 13, 1887, to Mary E. Miller; Lorenzo B., born March 16, 1850, died December 18, 1877; Dora A., married to Frederick Pinkham; Cynthia A., born July 16, 1856, married to John Knox, December 13, 1874, died June 26, 1881; and Sarah J., married to Frank F. Perry.

Herschel Fuller was born in Osterville in 1839. His father, David, was born at Marston's Mills in 1795, and was a son of Zacheus Fuller. The family came originally from Nantucket. Captain Fuller has always followed the sea in coasting and foreign trade—since 1859 as master. He was ten years in the cotton business between Galveston and Liverpool, and married in 1871, in Connecticut, to Emily, daughter of Henry Gildersleeve, a ship builder. She was born in Portland, Conn. They have had three children: Annie G., born 1872, died 1875; Henry G., born 1874; and Jennie S., born 1876.

Rev. James R. Goodspeed, born in 1832, is a son of Seth, whose father, Allen, was a son of Seth Goodspeed. Rev. Mr. Goodspeed followed the sea for twenty-six years, beginning in 1847. In 1873 he received a license to preach in the Methodist Episcopal church, and did pastoral work until 1879, then joined the Methodist Protestant church, and has since been engaged in pastoral labors in that church. He was for five years pastor of the Methodist Protestant church in Rochester, Mass.

FRANKLIN B. GOSS.—The reader of the preceding pages may have noticed how largely the ranks of the public and professional men have been filled by those who first came to the Cape as teachers of the common schools; but when William Whittemore Goss, of Weston, Vt.,

came to Brewster and married Hannah Foster, a family was established with such hopes as Shakspeare's witch gave to Banquo. Mr. Goss became well known in the central towns of the county as a teacher for more than thirty years, and his sons are prominent to-day in journalism and in public and business affairs. He died in 1884, at the age of eighty-two, and his wife—seven years his junior—still survives. The fourth of their fifteen children—Franklin B.—was born in Brewster, Mass., July 17, 1831. At the early age of nine he was put to work on a farm in Dennis, thus beginning a life of labor and self-reliance at a time when most boys are receiving careful training. Five years later, becoming dissatisfied with this work and aiming to enter a more congenial kind of business, he secured a position as apprentice in the printing office of the *Barnstable Patriot*. For the next seventeen years he was employed in various capacities connected with the publication of newspapers, during which time he developed a marked talent for editorial work, which served as the foundation for the success which has characterized his subsequent labors. In 1851, when twenty years of age, he was foreman in the office of the *Yarmouth Register*.

Subsequently, in connection with Benjamin C. Bowman, of Falmouth, he established a newspaper called the *Cape Cod Advocate*, which was printed in Barnstable during six months and then removed to Sandwich. In 1853 he left the *Advocate* and removed to Middleboro, where he engaged in the publication of the *Nemasket Gazette*, now the *Middleboro Gazette*. Leaving the *Gazette* and returning to Barnstable he held the responsible position of foreman in the *Patriot* printing office till 1868, when he took charge of the advertising business of Richards' Dock Square clothing house in Boston. In 1869 he, with George H. Richards, purchased the establishment which he entered as an apprentice twenty-four years previous, and began his editorial career upon *The Barnstable Patriot*, which has attained a solid and honorable success. The *Patriot*, at this time, was democratic; but, under Mr. Goss' management, it was emancipated from the domination of that party and placed in the ranks of republicanism, where his sympathies were already enlisted. From this time the influence of the *Patriot* increased, and under his judicious management it speedily mounted to a high place as one of the principal exponents in the county of every just, liberal and righteous cause. Such was its reputation that it received the cognomen, "The Cape Cod Bible."

This position, as editor of a leading republican paper, brought him into active political life, and the popularity and influence he had won upon the Cape led to his appointment as Special Inspector of the Customs for the District of Barnstable, which position he held until December, 1875. He was appointed, July 8, 1876, collector of the district

by President Grant, and continued in this position till removed by President Cleveland, August 8, 1887. His administration of the affairs of the custom house was marked by conspicuous ability as an executive officer. He won as friends many who at first doubted his fitness, and among these he subsequently found his most staunch supporters. His official career was so honorable and efficient that President Harrison reappointed him July 20, 1889.

Mr. Goss is a tireless worker. In addition to his official duties and his work upon the *Patriot*, he finds time to superintend the publication of the *Chatham Monitor*, the *Cape Cod Bee* and the *Sandwich Observer*, which, together with the *Provincetown Advocate* and the *Harwich Independent*, are flourishing local papers owing their existence and permanency to him. Always prominent as an advocate of the cause of temperance, he is a prohibitionist, but has ever looked to the republican party as the proper organization through which to further temperance legislation. He was a member of Hyannis Lodge, Sons of Temperance, and Dawn of Truth Lodge of Good Templars during their existence. He was Chief Templar and District Deputy of the latter lodge for several years. In 1854 he was admitted a member of Cape Cod Lodge of Odd Fellows and filled the N.G. chair for several terms. He was also initiated as a Mason in James Otis Lodge soon after it was instituted in 1866.

He was married in Barnstable, January 20, 1852, to Mary Gorham, daughter of Captain Joseph and Lucy (Childs) Parker of Barnstable. Of this union there were five children: F. Percy, Alton Parker, William F. M., Lillie Stanley and George Richards Goss—the latter deceased. His son, F. Percy Goss, is associated with him in the printing business; Alton Parker Goss is editor and proprietor of the *Harwich Independent*; William F. M. Goss is Professor of Experimental Engineering in Purdue University at Lafayette, Indiana; his daughter, Lillie Stanley Goss, has pursued an extended course in music and ranks among the best of local pianists and teachers.

Mr. Goss, always active in promoting the interests of his town, has been elected on her board of school committee, where he has rendered valuable service. He has also been, for many years, an officer of the County Agricultural Society. He is a ready and pungent writer, and in all his newspaper work, particularly in that kind of controversial style which often becomes necessary in the defense of his principles or his friends, he is always at home, and clothes his thoughts in plain and vigorous Saxon, which reaches direct the heart and understanding. Born as he was to the lot of the humble and the poor, he was early taught some great principles which rich men's sons ought to understand, but which the very fact of their wealth prevents them from realizing. The limitations which he early and keenly felt be-

came an impulse, and those environments which would have kept some natures down, became his solid stepping stones. The school where he learned his most valuable lessons was kept by Dame Necessity, and under her stern discipline, he acquired a vigor of thought and action which has made him what he is. Upon the foundation laid in the rural schools of Brewster and Dennis he built carefully and well, and by wide observation, years of reading and intercourse with men, he has gained what the college and university often fail to impart, and in the great test of actual experience he has acquitted himself fully.

Such, in brief, is the course, and such the result of a career which bears a useful lesson. Whatever criticisms may spring from political contests, whatever thoughts arise from the friction of business, his success is undoubted and undisputable.

Captain Benjamin Hallett of Osterville was born January 18, 1760, and died on the last day of 1849. He was three years in the revolution, was a pioneer in the coasting trade, and raised the first Bethel flag in Boston harbor. He was a Christian patriarch of the Baptist church for sixty-five years. He had thirteen children, the only son being Hon. Benjamin F. Hallett, United States district attorney under President Pierce. Commissioner Henry L. Hallett of Boston is a son of Benjamin F.

Charles Gorham Hallett, born in 1827, is a son of Nathaniel and grandson of Joshua Hallett, and like both these ancestors, has made carpentry work his chief business. He built for several years in Provincetown, where he married Elvira, a daughter of Captain Enoch Nickerson, of Provincetown. Their only child is Lucretia G. Hallett.

George W. Hallett, postmaster at Hyannis, was born in 1840. From 1885 he was two years special deputy collector of customs and disbursing agent for the Barnstable County district. He was at one time in business in Boston, seven or eight years, and is favorably known in the central part of the Cape. His wife was a daughter of Zenas D. Bassett, one of the most prominent men of Hyannis of his time, who died December 30, 1864, at the age of seventy-eight.

Gideon Hallett, born in 1817, is one of five sons of Henry Hallett and grandson of Rowland Hallett. In 1843 he married Martha A., daughter of Eleazer and granddaughter of Gershom Bearse. He has one daughter, Alma L. (Mrs. Alton C. Bearse). Mr. Hallett was at sea when nineteen years old, was captain at twenty-eight, and from 1852 to 1865 was in a restaurant business in Boston. He was subsequently interested with Timothy Crocker in a business at Railroad wharf, at Hyannis.

William Allen Hallett, now living retired at Hyannis, was born there in 1819, and followed the sea from boyhood. For thirty-two

years prior to 1887 he was captain of a steamer in the Boston and Baltimore line.

Roland T. Harlow, son of Oliver Harlow, came to this county ten years ago. He is engaged in farming, and is also a jobber and contractor. His wife was Emma H. Hodges, from Mansfield, Mass. They have two sons and one daughter.

John M. Handy, born in 1830, was a son of Bethuel Handy, the ship builder, whose father came to Cotuit from Mattapoisett. He went to sea at sixteen years of age, and continued until about 1884, after which he was in business at Cotuit Port until his death in 1889. His wife was a daughter of William Crosby.

Captain Thomas Harris was born in Boston in 1802, and died in Barnstable in March, 1889. He went to sea when only nine years of age, and at twenty-one was captain of a coasting vessel; for several years subsequently he was at sea in the Russia trade. He went to California during the gold excitement, returning in 1851. He served one term as sheriff of Barnstable county by election, after having served part of one term by appointment. His wife, who survives him, is Mehitable G., a daughter of Jabez Nye, of Brewster. The youngest of their seven children is Marcus N. Harris, of Barnstable, who was born in 1848.

Ira L. Hinckley, born at Osterville in 1852, is a son of Lot and grandson of Nymphas Hinckley, whose father came from England, whence his ancestor, a descendant of Governor Hinckley, had removed from Barnstable. His business is carpentering and building. He was in Boston and in Connecticut from 1870 to 1876, and is now living in Osterville. His wife, Mary, is a daughter of Bacon Coleman, of Hyannis. They have one son and one daughter.

John Hinckley, the head of the firm of J. Hinckley & Son, contractors and builders, was born in 1820. He is a son of Isaac Hinckley, whose father, John, was called "Brick House John." His house, perhaps the first one built of brick in town, stood about one and one-half miles west of the present court house. At sixteen the present Mr. Hinckley began business as carpenter, which he still carries on. He was married in 1845 to Mary, daughter of Capt. John Hall. They have two children, Hannah and Frank H. Frank H. Hinckley, born in 1850, now lives where Captain Hall lived. His wife was Hattie Gorham. They have six children: Grace H., Mary Louise, Anna G., Frank H., jr., Alice M., and John Edward.

Joseph N. Hinckley, born in 1829, is a son of Joseph and grandson of Dea. Sylvenus Hinckley. He followed the sea about thirty-nine years prior to 1883, twenty years of this time being in merchant steamers with William P. Clyde & Co., in West India trade. He lived nine years in Camden, N. J. His wife was Julia A. Cornish, of Nan-

tucket. Their children are: Emma (Mrs. Harry Boddy, of Camden, N. J.), Rachael (Mrs. Charles Davies, also of Camden), Eliza, Herbert N., and Joseph W. Hinckley.

Nathan A. Hopkins, born in 1828, is a son of Leonard Hopkins, whose father, Joshua, was a son of Joshua Hopkins. This family are direct descendants from Stephen Hopkins, the Pilgrim, through his son Giles, whose sons located in Eastham (Orleans) at an early date. Nathan A. Hopkins came from Orleans to Barnstable in 1832. He was in California from 1851 to 1855, and was for eight years in business, roofing and concreting, at Stoneham, Mass. Since 1875 he has been farming here. He was married in 1857 to Vesta A. Gray, from Concord, Maine. They have one son, Allen O. Hopkins, and have lost a daughter, Nellie A.

Henry L. Hopkins, third son of Leonard Hopkins, was born April 3, 1841, in Barnstable. Leonard removed from Orleans to Barnstable in 1832, and did a salt-making business here for a time, and in 1851 he sold out to Alvin Howes and went to California, where he died in 1853. Henry L. was engaged with his brother Nathan in farming, for a time, but is now a carpenter. He was married in 1885 to Mary J., daughter of Captain James P. Cotelle, of Dennis. Two other sons of Leonard Hopkins, Leonard Freeman and George W., now reside at Stoneham, Mass.

Captain Alvin Howes, born in Dennis in 1800, was a son of Isaiah Howes, also of Dennis. Captain Howes was at sea in early life, and later was successfully engaged in salt making in Barnstable at the Common Fields. He sold all his salt works to Truman D. Eldridge about 1867. He died in 1870, in Barnstable. His widow, surviving, is Maria W., sister of Amos Otis, the author of the "Otis Papers." Her father, Amos Otis, was a cousin of Colonels James and Joseph Otis. The family are descended from John Otis, the first of the name to settle in this county.

Nathaniel Howland, son of John and grandson of David Howland, was born in West Barnstable in 1810. He became a ship carpenter and worked at Mattapoiset, Stonington and New Bedford. His mother was a daughter of Nathaniel Howland, who was an uncle of the Jabez Howland who kept the old tavern at West Barnstable. His wife was Dorinda, daughter of Ansel Fish, of Sandwich. She died, leaving four children, of whom three—Darius, Martha T. and Edwin T.—are living.

William C. Howland, born in 1823, is the oldest of the five children of Jason Howland, whose father, Ansel, was a brother of the Jabez Howland of the old tavern at West Barnstable. William C. was, prior to 1880, for twenty-five years assistant superintendent at the work-

house, Bridgewater, Mass. He has one sister and two brothers, one of whom has a family.

Braley Jenkins⁶ (Deacon Braley⁶, 1775-1873; Simeon⁴, 1733-1808; Samuel³, born 1700; Thomas², born 1666; John¹), was born in 1812. Braley Jenkins⁶ was for many years, and until his death, deacon of the Congregational church. His residence, where the present Braley Jenkins lives, at the head of Hinckley's lane, was built about 1700. Mr. Jenkins, who has never married, makes farming his present business but worked at house-carpentering most of his earlier life. In 1852 he was chairman of the building committee to remodel the Congregational church building. John Jenkins¹, aged twenty-six, sailed from England in the *Defence* of London, in July, 1635, and first settled in Plymouth. In 1637 he volunteered in the Pequot war and in 1645 in the Narragansett expedition. He was often a juror and in 1644 was constable of Plymouth. In 1652 he was a freeman in Barnstable, and in 1659 was one of the men appointed by the colony court to purchase Succonesset of the Indians.

Asa Jenkins⁷ (Charles⁶, Asa⁶, Nathan⁴, Ebenezer³, died 1750; Thomas², born 1666; John¹), was born in 1838. He followed the sea most of the time from 1851 to 1874. His present business is farming and cranberry culture. His wife, Martha Josephine, is a daughter of Eben Whelden. Their two sons are Thornton and Fred Stanley Jenkins. Mr. Jenkins served nine months, in 1862, with Company D, Forty-fifth Massachusetts Regiment. He had a brother, William B. Jenkins, who at his death left one daughter, Nellie Jenkins.

Charles E. Jenkins, son of Nathan, who died in 1865, and grandson of Asa⁶, was born in 1830, and in 1863 married Mercy N. Bursley, whose father, Washington Bursley, was a son of Josiah and grandson of the John Bursley before mentioned as born in 1741. Nathan Jenkins, a farmer, was county commissioner and overseer of the poor and taught school several years in the Bursley district. Charles E. followed the sea from the age of seventeen, for twenty-five years, in the foreign merchant service. He was master of the merchant ship *Raven* and has been eight times around the world.

James H. Jenkins, born 1831, is a son of George Jenkins, born 1805, grandson of Asa, (1769-1847); and great-grandson of Nathan Jenkins⁴, who lived on the road between West Barnstable and Marston's Mills. James H. followed the sea from 1845 to 1871. He was sixteen years captain of an East India and California merchantman. Since then he has been a farmer on the "Plains." He has been a member of the school committee several years, fifteen of which he has been secretary of the committee.

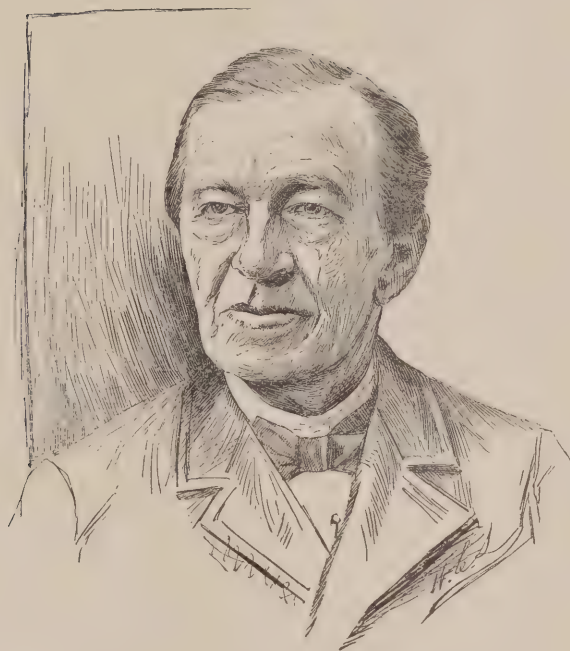
James T. Jones, the youngest merchant in West Barnstable, born in Sandwich in 1843, is a son of Eliphalet and grandson of Asa Jones.

In 1862 he served nine months in Company D, Forty-fifth Massachusetts Volunteers. His wife, Nancy M., is a daughter of John B. Holway.

William F. Jones, born in 1819, is a son of Benjamin Jones, who was born in East Sandwich. A blacksmith by trade, he has made that his principal business, but is well known as the former stage man from West Barnstable to Cotuit for many years. His wife was Ruth Chandler of Middleboro. They have one child, Ellenetta Jones.

FERDINAND G. KELLEY.—Among the solid men of Barnstable county whose lives have made a lasting imprint upon this generation, F. G. Kelley of Centreville has an undoubted place. He was born September 14, 1818, at Centreville, and is the son of Jonathan Kelley, deceased, who in his lifetime was a prominent business man of the town. Here he resided, while attending school, until he was seventeen years of age. In 1836 he entered the store of Simon Parkhurst at Nantucket, returning to Centreville early in 1837 to act as clerk in the store of the Centreville Trading Company. In 1840 his father and himself purchased the store and goods, and since that time Mr. Kelley has been the central figure in the business history of this village. In 1839 he received a commission signed by Postmaster General Amos Kendall, appointing him postmaster at Centreville, which position he has since held, and in 1843 he was commissioned as justice of the peace, which commission has since been regularly renewed. In 1845 he was elected clerk and treasurer of the town, which position, after years of faithful service, he resigned, much to the regret of the people, who for twenty-six years of the time had made his election unanimous. Upon his declination to longer serve, resolutions highly complimentary of his worth and services were offered in the March meeting of 1885 by General John H. Reed, and were unanimously passed and recorded.

In July, 1865, when the First National Bank of Hyannis was organized, he was chosen one of its directors, and has been its vice-president since 1887. At the organization of the Hyannis Savings Bank he was elected vice-president; in 1871 he was chosen as president, which office he held until the bank closed its business in 1874, as noticed in the history of Hyannis. He resigned the office of school committee after several years' service. He was elected by the town to locate and procure the soldiers' monument, the site for which he gave; and at the organization of the Soldiers' Memorial Association he was chosen president and made chairman of the executive committee, which places he still fills. In fact there has hardly been an important event, or any complicated town business during his term of public life of forty years, of which he has not been the head and front; and during all these years his own business has been most industriously



Dr. A. Kelley

kept in good order, even in uniting in marriage during his official career 150 happy couples.

Enough of the public acts of Mr. Kelley has been enumerated to show the reader how important an element he has been in the town; and to mention his efficient services during the rebellion, in his varied duties, would swell the list to a wearisome number. As a schoolmate of Judge Henry A. Scudder and Hon. George Marston his record in another line is as bright; and the monument of his usefulness will be as lasting.

Sears C. Lapham was born in Dartmouth, Mass., in 1835. He went to Sandwich in 1852 as a clerk, and removing to South Sandwich in 1866, he began a mercantile business, which he carried on fifteen years. In 1880 he removed to Cotuit, where he kept a store in a small building south of the church. The building in which his present store is kept was erected in 1882. His first wife was Cynthia, daughter of Calvin Maggs. She left one son, Elmer Lapham. The second Mrs. Lapham, Mercy F., daughter of E. C. Percival, died August 26, 1889.

Clark Lincoln, son of Clark and Mary Lincoln and grandson of Nathaniel Lincoln, was born in Brewster in 1820. He learned the blacksmith trade in Yarmouth, and about 1842 came to Centreville and opened a blacksmith shop, which he carried on for about twenty years. Since 1860 he has done a plumbing and stove business. He was in the legislature two years as a republican. His wife is Abbie T., a daughter of Seth T. Whelden, jr. Their only child is Mary E. Lincoln.

Henry F. Loring, born in 1836, is a son of Eliphalet, grandson of Elijah, and great-grandson of Abner Loring. His wife, who died November 27, 1886, was Eliza A. Whitman, daughter of Isaac and granddaughter of Doctor Whitman of West Barnstable. She left one son, Frank W. Loring. Mr. Loring's business is farming. North of his house, on his farm, is the site of one of the early Crocker homesteads.

Frederick G. Lothrop, born in Hyannis in 1832, is a son of John Lothrop, of Barnstable, a descendant from Rev. John Lothrop. Frederick Lothrop followed the sea, in the foreign merchant service, from the age of thirteen until about 1861; he was then in South American business in New York until 1865, when he bought a large schooner, and was for nine years in the United States coasting trade. In 1876 he established the wholesale export produce house, known as Lothrop & Marsh, 16 Coenties slip, New York, which is doing a successful business at the present time. His wife, Ella F., is a daughter of Captain George Hallett. They have two sons—Frederick G., jr., and Percy.

Andrew Lovell, born in 1813, is a son of Zenas Lovell, whose father, Andrew Lovell, formerly ran a sloop from Cotuit to Nantucket,

and died here at the age of eighty-three. At twenty years of age, and for thirty-six years after, the present Andrew Lovell had charge of vessels in the coastwise merchant service. He was elected nineteen times in succession as member and chairman of the selectmen, and was in the legislature two years. His wife was Caroline L. Lovell, of another family. They have one child, Lizzie E., a teacher in Cotuit.

CYRENIUS A. LOVELL.—Mr. Lovell represents a family who, in 1696, came to the south side of the Cape and were early identified with its interests. In 1774 Jacob Lovell, one of the direct lineal descendants, held a commission under King George III., and was among the first in the county to resign it and espouse the cause of the people for liberty. Joshua, his son, resided at Osterville, and was active in the affairs of the town. Jacob, son of Joshua, was born here, and was twice married, Mrs. Leonard becoming the second wife. Three children survive the first marriage, and of the second Cyrenius A. Lovell is the only representative, his nearest surviving kin in the ancestral line being the half-sisters and brother of the first marriage.

He was born on the home farm, Osterville, August 12, 1833, and after a limited education in the common school, engaged in a sea-faring life. January 26, 1858, he married Abbie P., daughter of Josiah Ames, of Osterville, and their children were: Alice, who married Thomas Pattison; Cyrenius A., jr., at home; and Abbie W., also at the homestead. The wife and mother departed this life February 24, 1878, and two years after, January 13, 1880, Mr. Lovell married Mary A., daughter of Wilson Crosby, of Centreville.

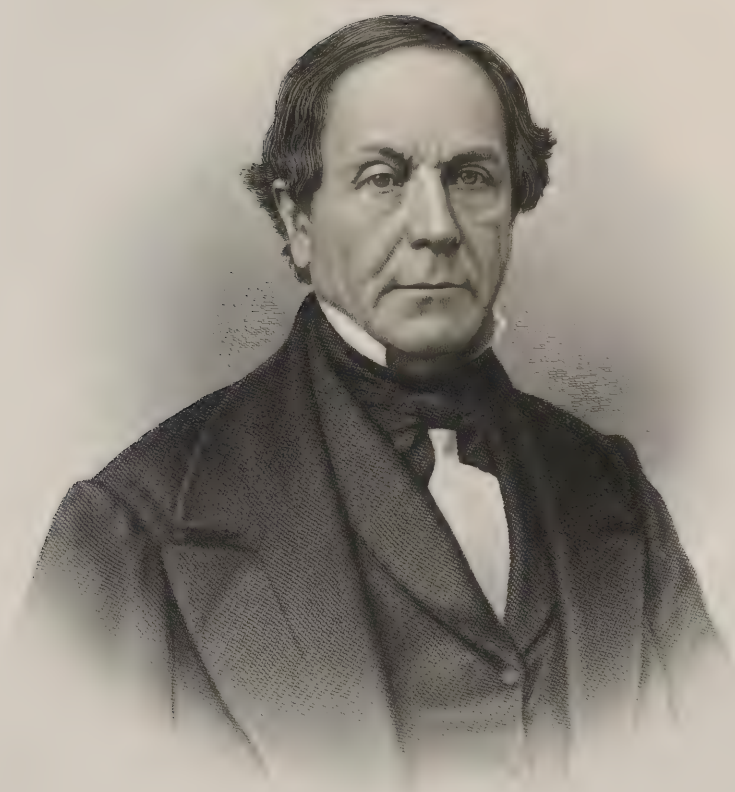
At the early age of fourteen he engaged as cook, and for three years he followed the coasting business, with one year before the mast, and two years as mate, and when in his twenty-first year, he had advanced to the command of a schooner. He acted as master twenty-nine years, coasting between Boston, New York, Philadelphia and Baltimore during the summer season, and making voyages to New Orleans and West Indies during the winter. After thirty-six years of successful sea life, he retired in 1883 to the enjoyment of those social relations and the home so dear to him. In 1874 he had his present residence erected on the high land, from which is enjoyed a commanding view of Osterville to the west, and of the bay and sound to the south.

But few of the type of masters of which he is a worthy representative, have spent the years on the stormy main, and in the vigor of manhood have retired, and few have a keener sense of appreciation for the enjoyment of luxurious surroundings and social relations.

GEORGE LOVELL.—This representative man of Barnstable was the third child of Cornelius and Abigail Lovell. His father was a prominent man of his day, and the records of the town show that, on the 26th



RESIDENCE OF C. A. LOVELL,
Osterville, Mass.



Geo. Lane

of June, 1776, he joined with Joseph Otis and a few other patriots in signing a protest condemning the tyranny and oppression of the mother country, and also the actions of some of his townsmen who favored the British cause. He had eight sons and five daughters. One child only survives, Cornelius Lovell, of Boston.

George Lovell, like most young men of that period, followed the sea, serving in various capacities until, quite early in life, retiring with a competency, he was able to devote himself to those interests which he had acquired in his shipping, and which formed the business of his future life. He was twice married. His first wife was Mary Hilliard, a resident of the adjacent village of Stoughton. There were born to them eight children. His second wife was Adeline Hallett, a daughter of Benjamin Hallett, of Osterville. There were born of this marriage six children.

His excellent judgment and integrity were recognized by all with whom he had dealings, and he was, to many, the adviser, counsellor and friend. In connection with two well known residents of Barnstable, Zenas D. Bassett and Matthew Cobb, he organized the Despatch Line, which was the first packet line between Boston, New York and Albany. This enterprise, at that date, was fully equal to a line of steamers between Great Britain and this country at the present time.

During the war of 1812, while sailing in company with other vessels from Boston to New York, being pursued by a privateer, he was skillful enough to take advantage of a slight change of wind to out-sail the fleet, and arrived safely at his destination, with his valuable cargo untouched, while his companions were overtaken and captured. On another occasion he was not so fortunate, and was carried to Dartmoor, where he endured with many of his fellow townsmen the privations and hardships of that prison.

He was one of the original directors of the Barnstable Bank, which bore the honored names of Otis, Bacon, Crowell, Bassett and others. In the welfare of the Baptist church he took an abiding interest. For the only church edifice of that denomination ever built in Osterville he gave the land, and a large portion of the funds, and always contributed most generously to the support of the minister. He was a pioneer in the cause of temperance, at a time when such a position meant often loss of friends and social standing. He was a man of fine presence, with a genial smile and a dignified bearing. He died at the age of seventy-four, in the month of November, 1861, leaving the record of a useful and honored life.

Captain Oliver C. Lumbert, born in 1848, is a son of Josiah Lumbert, whose father, Josiah Lumbert, was a farmer of Centreville. His mother was a daughter of David Rogers, who came from Harwich and built one of the first buildings in the part of Cotuit where Captain

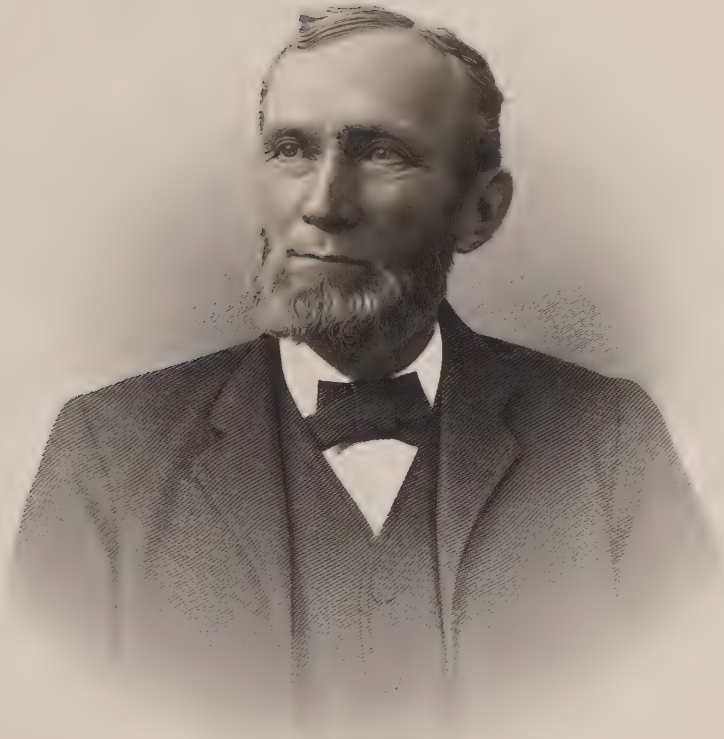
Lumbert lives. The captain, after various service at sea, has since 1881 been running vessels in which he is owner, between New York, Philadelphia and Boston, in the coal trade.

A. D. MAKEPEACE.—In the spring of 1854, in the little village of Hyannis, on the south shore of Cape Cod, a young man hung out a sign offering, among strangers, his services as a harness-maker and saddler. The community soon knew of him as Mr. Makepeace, the new harness-maker from Wareham, and might easily have known that he was born at Middleboro on the 23d of January, twenty-two years before. The only place a poor mechanic could expect in a conservative New England town was such a place as his own inherent ability could create for himself, and so, under stern limitations, Abel Denison Makepeace began his career. His parents were Alvin and Drusilla Makepeace. She was a daughter of David, and granddaughter of Silas Swift, of good old Quaker stock, at West Falmouth. Alvin Makepeace (1800–1833) and his father, Deacon Lysander, were cloth manufacturers in Bristol county, where the family name has been known and honored for two hundred years. Dea. Lysander Makepeace was a prominent man of Norton, Mass., where he filled many public stations, and represented his town in the legislature.

The original pioneer of this family in America was Thomas Makepeace, whose name is in the list of passengers from London to Dorchester in the ship *James* in 1635. He was given, September 27, 1637, a house lot in Boston, where is now Hanover street, near Court. His place and date of birth cannot be here stated with authority, but his will, recorded in the first volume at Boston (page 518), was dated June, 30, 1666, and he died before the following March. His son, William, who was accidentally drowned, in August, 1681,* left a son, William, and his son—the third William (born at Taunton, 1704, and died at Norton, 1740)—was the father of Peter Makepeace, who was father of Lysander, above mentioned, making the subject of this article a descendant in the eighth generation of this family in the New World. It is not the purpose to concern ourselves with the English ancestry of any family, but as many family names have been corrupted and changed, we stop only to notice that the orthography of this has remained since the reign of Queen Elizabeth, when it was borne by some of the gentry of Warwick county, England.

While he at first depended, at Hyannis, upon his shop and his trade, his taste for agriculture soon led to the purchase of a farm there, which he successfully carried on. One thousand bushels of potatoes and two hundred bushels of strawberries are some of the items in one year's account of his farm produce. Not all his farming was at once successful, for he was among the experimenters who, be-

* Plymouth Colony records, Vol. VI., page 75.



Abel D. Makepeace

fore 1860, lost most of their investments in attempting to produce cranberries. The remarkable career of Mr. Makepeace in this great industry practically began in 1874, when, being thoroughly satisfied with the prospects, he bought a large tract at Newtown and soon extended his business rapidly by the purchase of other suitable lands and water rights in Barnstable and Plymouth counties, until he is recognized by all New England as the foremost man in the cranberry business, being now at the head of a combination of owners, cultivating more acres and producing, by far, larger results than any other firm or combination in the world. Their crop in 1887 was sixteen thousand barrels. The business of reclaiming the lands best suited to their cultivation requires, as we have noticed in a preceding chapter, a large investment of time and money, and, at that period and on many occasions since, Mr. Makepeace has had the benefit of the financial support of George F. Baker, of Boston—a man of large means, who has always had unlimited faith in the business sagacity and executive ability of Mr. Makepeace.

The cranberry lands which Mr. Makepeace controls were all purchased on his individual responsibility, but as the business exceeded the possibility of single ownership, associations have been formed, under his management, to develop and operate them. Six such associations have been formed, which are now consolidated as five. The first organization was in 1882, and is still known as the Wankinco Company in Plymouth county. Eight years before its organization some of the men who held its first shares were among his partners in other lands. The Frog-Foot Company and the A. D. M. Company, organized in 1885, 1886, are in Plymouth county. The Marston's Mills and Woodland Companies, in Barnstable, were organized in 1888, 1889. Of these five companies Mr. Makepeace is treasurer and manager, and holds the same relation to the Mashpee Manufacturing Company, incorporated February 19, 1867, under the state law, and now owning the largest tract of cranberry land in Mashpee; and also to the Carver Bog Company, owning one of the most profitable bogs in the state. Since coming to the Cape Mr. Makepeace has had great confidence in the agricultural resources and possibilities of this portion of New England, and this faith and the works based upon it entitle him to be regarded as the rejuvenator of Cape Cod agriculture, and the reclamer of many of its once worthless acres.

He has been an officer many years in the Agricultural Society of the county, and at the death of Charles C. Bearse was elected director of the Hyannis National Bank. In politics Mr. Makepeace has been an independent democrat since 1872—a position well known to be far from popular on Cape Cod—yet in the canvas for state senator in 1883, and for representative in 1885, he received a very flattering

vote. It cannot be said that he is a politician. Whatever of political prominence he enjoys is the outcome of his remarkable business success along the single line wherein his energies and executive ability are unceasingly brought into action. He has never sought political office or party favors, but his interest in the affairs of the town led him to serve six years on the school committee prior to 1884, when he resigned. In 1888, after three years' service on the board of selectmen, he resigned that position also.

Two years after coming to Hyannis Mr. Makepeace was married, January 2, 1856, to Josephine Crocker, and for more than twenty-five years before removing to West Barnstable, where he now lives, his home was at Hyannis. They have three sons: William F., John C. and Charles D. Makepeace. Their second son was Edward Lincoln Makepeace, a promising young man, who died at the age of twenty. The oldest son, William F., married a daughter of the late Josiah Crocker, and also resides at West Barnstable.

RUSSELL MARSTON.—This is a family name which for more than one hundred and fifty years has been a part of the social, business, political and professional history of Barnstable county. In 1716 Benjamin Marston, a clothier of Taunton, came to Barnstable and settled at Marston's Mills, where he died in 1769. His widow, who survived him until 1774, was Lydia Goodspeed, another old family name. From this couple, whose graves are in the West Barnstable cemetery, have descended all the Marstons of Cape Cod. Accepted traditions make Benjamin the son of John Marston, a clothier of Salem, where his father, John, and his grandfather Dea. John Marston, lived and where Benjamin was born.

At Marston's Mills Benjamin's seven children were born. Esquire Nymphas Marston, the third of the seven, was born in 1728, and at his death in 1788 was a central figure in local history. Prince Marston, the fourth son, married a Winslow and had six sons: Isaiah, Nymphas, Winslow, John, Benjamin, and Prince. Of this generation Winslow received from his uncle Nymphas, the landed estate at Marston's Mills and left it in turn to his two sons—Judge Nymphas Marston, the eminent lawyer, and Hon. Charles Marston, afterward Indian commissioner. The late Attorney General George Marston was a son of this Charles. Another of the six children of Benjamin and Lydia (Goodspeed) Marston received his father's name and was the Benjamin Marston still remembered as having lived in an ancient house on the knoll northwesterly from the grist mill at the Mills. He married Rebecca Whelden, and at his death was succeeded at the grist mill by his two sons—Clement and Allen. Clement married Sarah Adams and had seven sons, the youngest of whom, born on the 14th of October, 1816, is the Russell Marston of this sketch.

His boyhood was passed where three generations of ancestors had lived, and with such knowledge of books as a boy might get in a few winters and fewer summers in a country school, he began at sea, what almost every Cape Cod boy sooner or later made the goal of his ambition. The three dollars which a boy might expect for a month of general usefulness on a coasting vessel was the princely salary by the earning of which young Marston obtained his first ideas of the value of money. This stern discipline, which has produced so many careful, conservative men, has borne its fruit in his life as well; for upon that discipline he has built a successful career and a fortune.

By 1846 he had command and ownership in a small coasting vessel named the *Outvie*, but he determined to abandon the sea, and in the spring of 1847, as half owner of a small victualling stand on Commercial street, in Boston, he began the development of the business which has since made his name familiar to half the men of New England. In 1853 he located in Brattle street, where he and his only son, as R. Marston & Co., continue the popular and prosperous restaurant business.

In the small beginnings and stern necessities which surrounded Mr. Marston from early life we may find the foundation of his subsequent business success, but for the main-springs of his moral character and the source of those radical political views which have distinguished him we must probably look further back. That he has an inborn reverence for right and an abhorrence of injustice no one may question. Although the son of a democrat he was early fired with a lifelong hatred of slavery by the irresistible logic of Garrison and the captivating eloquence of Wendell Phillips, and once committed to the cause of the oppressed as a matter of right, nothing was too much for him to undertake in their behalf. He was counted a Garrisonian and fearlessly took his stand as an abolitionist with Garrison, Thompson and Phillips, when such a course hazarded a man's social position, political prospects and business opportunities, and for a time his was the only business place of the kind in Boston, opened to the colored man.

Finding then that the churches were generally arrayed on the side of the slave-holders as their champions or apologists made a lasting impression upon his mind and easily obliterated whatever of reverence for church authority he might have inherited from his Puritan ancestors, and at last we find him in the modern school of liberal thinkers.

In his domestic relations Mr. Marston has been signally favored. On the eighth of February, 1842, he married Sarah Crosby, of Centreville, sister of Alvin Crosby, mentioned as the venerable merchant there. Two children—Howard, and Helen Garrison—blessed this union.

Howard married Ella M., a daughter of F. G. Kelley, and has one son—Shirley Marston. Helen married Hammon Woodbury, and has two children—Ethel M., and Marston Woodbury. Mr. Marston's beautiful home and the summer residences of his children are in Centreville, where he has for thirty years identified himself with the community and its interests, and never forgetting the days of his own obscurity, with an open hand and a warm heart, he keeps himself in continual sympathy with the less fortunate and the humble.

Julius Nickerson, born in 1855, is a son of Aaron Nickerson, who died in 1889, grandson of Aaron and great-grandson of Seth Nickerson, of Harwich. His mother was Caroline, daughter of Benjamin Ewer, a soldier in the war of 1812. Mr. Nickerson was at sea for twenty years prior to 1888. His wife is a daughter of the late Charles C. Bearse.

Samuel Nickerson, son of Samuel Nickerson whose father formerly lived in Harwich, was born in Harwich in 1809, and died in 1884. He was at sea on the Banks when but eleven years of age, and at fifteen was a cripple, and then learned carpentry. Later he was coasting until fifty years of age, when he bought cranberry property and was manager for the company, besides keeping a retail boot and shoe store. His widow surviving, was a Miss Page. Her children are: Winfield Scott, now in Harvard College; Rosa Page, widow of Charles N. Scudder, and Judson V., deceased.

Seth Nickerson, born 1814, is a son of Seth, 1780–1865; and Polly (Hall) Nickerson, 1784–1860. These were both born in Harwich, and removed from there to Cotuit in 1811. Here they built the house now occupied by their son, Roland T. Seth Nickerson went to sea at eleven and at the age of sixteen went whaling and at twenty-two was master of the *Massachusetts*. He now resides at Cotuit and is interested in cranberry culture. His deceased wife was a daughter of Joseph Nickerson. Their children are: Benjamin, died May 14, 1887; Carleton B., and Ella, now Mrs. W. L. Miner, of Brockton. His present wife was from Virginia.

M. M. Nye, born in 1826, is a son of Jabez and Polly C. (Hinckley) Nye. His maternal grandfather was John Hinckley (a descendant of Governor Hinckley), who formerly owned the place now occupied by Mr. Nye. Jabez Nye was a thorough mechanic and was at one time foreman ship-builder in the Charlestown navy yard. M. M. Nye went to sea at fourteen years of age and at nineteen was second officer. In January, 1849, he went to California in the ship *Edward Everett*, and in 1852 to Mexico, where he stayed nearly two years. In 1862–63 he was purser on an Atlantic ship to Liverpool, and was subsequently five years superintendent for the state at Rainsford island and was two years mail agent on the Old Colony Railroad before be-

ginning his present store business in 1876 at the spot where his father had his boat shop in 1807. His wife, Mary A., is a daughter of Charles Lewis.

Amos Otis, the author of the *Otis Papers*, was one of the prominent men of this county. After teaching successfully for fifteen years, he began his career of forty years as cashier of the Yarmouth Bank. He had the true instincts of an historian, and in preparing his genealogical notes of Barnstable families he did a grand philanthropic act, which secures for his name a place among the Cape Cod worthies, whose names he so faithfully tried to rescue from oblivion.

Lucian K. Paine, of Hyannis Port, is a brother of Josiah Paine, the historian, and a son of Josiah Paine—a writer of some note. He has been a carpenter and builder here since 1872, and during this period has built more than a score of the finest cottages at the Port. He also built the Methodist Episcopal chapel at Centreville, and was the architect and builder of the Captain Mezeppa Nickerson cottage.

Charles F. Parker is the only living son of James H. Parker, who was born at Osterville in 1829, and was lost in Long Island sound in 1869. He was master mariner on a merchant coasting vessel. His father James, was a son of James, whose father David, was a son of Daniel and grandson of Robert Parker. Charles F. was a merchant in Harwich from 1875 to 1877, when he removed to Osterville, where he carries on a general store. He has been town clerk of Barnstable since March, 1885. His wife Emma, is a daughter of Thomas Matthews, of Yarmouth.

Charles G. Perry was born in Hoboken; he came to Hyannis to live in 1880, having married Dora, a daughter of Alexander Baxter, 2d, and was a merchant here about four years, and postmaster from 1885 to 1889. His mother was a daughter of Dr. Charles Goodspeed.

Andrew Phinney, son of Robert, was born in 1815 and died in 1884. He was a carpenter by trade, and in his later life a tradesman in stationery, traveling on the Cape. His widow, Olive G., was first married to Benjamin Jones, and has two children: Emma Jones and Stanley M. Phinney. Mrs. Phinney's father, Arthur B. Marston, was a son of John and Olive (Goodspeed) Marston, and for several years prior to 1852 was an owner in the Marston's Mills fulling mill, where he did the cloth dressing and coloring.

Captain Eli Phinney, born in 1825, is a son of Freeman and Harriet (Crosby) Phinney. Freeman's father was Solomon, son of Eli, and grandson of Thomas Phinney. This Thomas Phinney lived in a brick house that stood about twenty rods south of the Barnstable and Centreville road, near Ambrose Lewis' residence. Captain Phinney went to sea at eleven years of age. He began as cook in a thirty-two ton sloop, and filled all the places from cook to captain. He was always

in merchant service; was in the gulf ports, in the West Indies and in European trade, and was master twenty-eight years, retiring in 1875. His wife, Mary B., is a daughter of Watson, son of Winslow Crocker. They have two children: Harriet F. (Mrs. Chester Bearse) and George H. Phinney, of Boston.

Nelson Phinney, son of William and Jane Phinney, married Eunice, daughter of Presbrey and Susan Clark, and died at Centreville in 1886. His children were: Edwin S., Rufus E., Nelson, a lawyer in Michigan; Joseph, a banker in Kansas; John A., of Salt Lake City; Susan J. (Mrs. John B. Cornish); Emily (Mrs. Robert Kelley); Alice, a teacher; Carrie K. (Mrs. Albert Sweetser). Edwin S., born in 1845, married Grace F., a daughter of Freeman B. and Harriet Howes. His children are: Beth F., who died in 1888; Clara E., Robert M., and Harriet S. Mr. Howes and his oldest daughter, Harriet, died in Sacramento, Cal. Rufus E. Phinney, born in Barnstable in 1847, died in Monroe, Mich., in 1884. He graduated at Michigan University in 1871, and was then elected principal of Monroe High School; was admitted to the bar in Michigan in 1874; elected judge of probate in 1876; re-elected in 1880, and was nominated as judge of superior court, Judge Cooley being prime mover in this nomination, but this office he positively declined. He was also noted as the life and soul of the red ribbon movement in his locality, being a most fearless temperance advocate.

Colonel Joseph L. Proctor, son of Jacob Proctor, was born in Lunenburg, Mass., in 1834. In July, 1880, he bought the Bay View Stock Farm at West Barnstable. Its six hundred acres embrace the place where Brigadier Otis was born, and part of the Judge Shaw place. Colonel Proctor was thirteen years a commissioned officer in the regular army, resigning in October, 1873. His father, Jacob, who died in 1888 at the age of ninety-nine, was the last charter member of the Bunker Hill Monument Association.

Nelson Rhodehouse, born in Vermont in 1828, was at sea from the age of fourteen until 1875, making nine voyages round Cape Horn, five round the globe, seeing nearly every country to which a ship could be sailed. He was in the *Ocean Rover*, a whaler, burned by Captain Semmes, of the *Alabama*. He has been a resident of Cotuit since 1858. His wife is Rebecca B. Ewer, from South Sandwich. Their two daughters are Malinda, now a teacher in Harrisburg, Pa., and Catherine M., now Mrs. Harold I. Smith, of New Bedford.

Seth Rich, born in 1823, is a son of Isaac Rich of Wellfleet, who was captain of a fishing boat, and died in 1842. Seth was at sea, fishing, from the age of eleven until twenty-five years of age. After the most discouraging struggles he began on the road, in a stationery business, which he followed sixteen years, and from a capital of \$1.47

(borrowed) acquired a fair property and has a nice home in Oster-ville. He was married in 1864 to Augusta, daughter of Robert Lovell. Their family are Howard L. (a clerk in Boston), Walter I. (a book-keeper in New Jersey), Florence, and Carrie M.

Wilson Ryder, born April 8, 1818, is a son of Barnabas and grandson of Edward Ryder. His wife, Betsey, was a daughter of John Marston of Yarmouth. She was born February 2, 1821, and died September 8, 1885. The present Mrs. Ryder was Eveline M. Lingham, from Brockton, Mass. She was born May 22, 1840. Wilson Ryder's children are: George W., born September 12, 1840; Elizabeth E., born May 8, 1842; Almira C., born July 31, 1843; Rebecca H., born August 11, 1845; Franklin, born September 6, 1847; Luther M., born July 15, 1849; Clara M., born July 22, 1854; and Asa C., born December 22, 1858.

Joshua H. Ryder, brother of Wilson, was a painter at Cotuit Port for some thirty years prior to his death there in 1879. His sons, Albert E. and Wallace, succeeded him and now carry on a prosperous business as carriage and house painters and decorators. Albert's wife is Annie W. Harlow of South Sandwich and he has one son. Wallace married Laura B., daughter of Charles D. Clayton, an Englishman who came as a boy to Cotuit and married Mary H., daughter of Grafton Phinney, of an old family here.

The ancestor of the Sears family on Cape Cod was Richard Sears, an early settler in Dennis. His descendants were Paul², born in East Dennis; Paul³, also born in East Dennis; Paul⁴, who settled in Acushnet, born in East Dennis; Nathaniel⁵, Nathaniel⁶, William⁷, Nathaniel Sears⁸, who was born in Rochester, Mass., in 1825, and is now a resident of Hyannis. He was at sea in a whale ship five years before he was twenty years of age. After various changes in business he, in February, 1856, became postmaster and station agent at South Middleboro, and in 1859 removed to Hyannis and has since been conductor on the Old Colony railroad, excepting the two years in which he represented the Upper Cape district in the state legislature. His family consists of his wife and one son, Charles B. Sears of Fairhaven.

Henry B. Sears was born in Dennis in 1843. His father, Eldridge C., is a son of Eldridge Sears, who was born in 1801 and died in Dennis in 1881. Henry B. Sears learned the blacksmith trade in Dennis, and in 1866 bought, of William Jones, the only blacksmith shop in Centreville, which he still carries on. It is the same shop which Clark Lincoln built on another site, as before mentioned. His wife, Cynthia, is a daughter of Abijah Howes of Dennis.

Andrew F. Sherman, the register of deeds, was born in 1837, and in 1858 came to Sandwich as clerk for his brother, Thomas C., then a

merchant there. Five years later he succeeded him in business in the building now occupied by S. I. Morse. Later he was a few years in Washington, after which he resumed business in Sandwich, where he remained until January, 1887, when he was appointed to his present office as successor to Asa E. Lovell, deceased. He has been twice elected as his own successor, after unanimous nomination by both the republican and democratic county conventions. During his clerkship in Sandwich he married Maria E., daughter of Captain Charles Freeman. His only son, A. Frank Sherman, jr., was editor of the *Sandwich Observer* prior to Mr. Pratt, as noticed by Mr. Swift at page 263, and now has charge of the printing for the Sandwich Card and Tag Company.

Captain Abner L. Small, born in 1812, is a son of Benjamin Small, who lived at Little River. He went to sea at ten years of age, at twenty-one was captain, and followed the sea in coast service until 1873. His wife, Betsey, deceased, was a daughter of Pardon A. Burlingame. She left three children, two of whom are living: Lester A., and Celia K., now Mrs. Luther G. Baker. Mr. Small's present wife, Mary, also a daughter of Pardon Burlingame, has two children: Alvan B. Falker, by a former marriage, and Benjamin M. Small, book-keeper for Columbia Rubber Works, Boston.

Eben Smith, only son of Eben and grandson of Reuben Smith, was born in 1848. His mother, Lydia, daughter of Isaiah Hinckley, is a descendant from Governor Hinckley, and his wife is Anna L. Pope, of Newton, Mass. They have one daughter, Ethel R.

Nicholas Snow came from England in the ship *Ann* in 1823. He married Constance, daughter of Stephen Hopkins, and moved to Nauset, now Eastham, in 1645. He died at Eastham in 1676, and his wife, Constance, died in 1677. They left sons—Mark, Joseph, Stephen, John, and Jabez—besides several daughters. Stephen married for his first wife widow Susanna Rogers, daughter of Stephen Doane, of Plymouth, October 28, 1663, and settled in Eastham. He married for his second wife Mary Bigford, in 1701. He died December 17, 1705. His children, all by first wife and born in Eastham, were: Bathsheba, married John King; Hannah; Micajah, married William Cole; Mehitable; Bethiah, married John Smith, and Ebenezer. Ebenezer, son of Stephen, married Hope Norton, December 22, 1698, and died before 1725. His children were: Susanna, Thomas, Ebenezer, Nathaniel (born February 7, 1705), Henry, Thankful, Elisha, Hope, Aaron, and Samuel. Nathaniel, son of Ebenezer, married Mary Doane, daughter of Nathaniel and Mary Doane, of Eastham, in 1731. He lived in Eastham, and died before 1777. His children were: Samuel, born June 6, 1733; James, July 28, 1736; Doane, February 9, 1739; and Nathaniel, April 19, 1743. The last named, Nathaniel Snow, was married,

in Eastham, to Thankful Hopkins, and had children: Samuel, born October 30, 1767; James, July 28, 1769; and Nathaniel, July 11, 1771. His wife, Thankful, dying, Nathaniel Snow married Mercy Webber, of Barnstable, in 1775, and removed soon after to Hyannis, building a house at the head of what is known as Snow's creek. He brought with him his three sons—Samuel, James, and Nathaniel. James died young, and Nathaniel moved to Maine and had a large family. Nathaniel Snow had, by his second wife, Mercy Webber, three sons—Jonathan, Doane, and Prince—and five daughters—Thankful, Annie, Hannah, Mercy, Abigail, and Prudence. Samuel Snow, son of Nathaniel, married Mercy Beane and had three children: Alvan, died in September, 1861; Samuel, died, aged twenty, and Catherine, who married a Beane and died, aged about fifty-five. Alvan Snow married Almira Hinckley, of Barnstable, and had three children—Samuel, Sylvanus, and Esther, of whom only Samuel is living. He is married to Sarah J. Armington. Their son, Frank Snow, is married to Minnie Hallett, and they have a son—Sirley M. Snow. Samuel Snow is serving his second year as county commissioner. He has been in the state legislature as representative and as senator.

Joseph W. Tallman, son of Stephen B. Tallman of Cotuit, was born in 1848. His trade is mason work, in which he has done a contract business for the last twelve years. He was at sea for a time when a boy. His wife was Ellen C. Howland, of Sandwich. Their three sons are: Harry L., Ariel H., and Joseph W., jr.

Stephen B. Tallman, a mason of Cotuit, born March 20, 1827, is a son of Jonathan Bush Tallman, born 1788, and his wife, Hannah Weaver, who lived to the age of 101 years and eleven months. His grand-parents were Samuel and Sarah (Bush) Tallman of Newport, who were married May 9, 1786. Mr. Tallman's wife, Mary B., is a daughter of Joseph Cammett, a carpenter, who was a guard on the coast in the war of 1814. His father Peter, was a son of Peter Cammett, whose father Peter Cammett came from England when a child, in care of a Truro captain, who also brought at the same time a little girl named Peggy Hunniwell, whom Peter subsequently married.

Herbert S. Taylor, born in 1865, is a son of George A. Taylor, of Chatham, grandson of George and great-grandson of George Taylor. He came to Barnstable in 1883, as partner in a meat business, with Prentice H. Davis. Three years later he took the entire business which he still successfully carries on. His wife, Mercie B., is a daughter of Captain Lewis B. Doane, of Harwich.

Robert M. Waitt, son of Samuel and Persis (Hallett) Waitt, was born in 1824. His mother was one of twelve daughters of Benjamin Hallett and a sister of Hon. Benjamin F. Hallett. Captain Waitt went to sea at ten years of age as cook, following the sea seventeen

years, most of the time in coast trade, the last six years being master. He was an inspector in the Boston custom house eight years prior to 1861. He then did, with a short interval, a restaurant business in Boston until 1888. His wife, Ellen, is a daughter of Capt. Matthias Hinckley, a descendant from Governor Hinckley. Their only living child is Arthur M. Waitt, a graduate from the Boston Institute of Technology, and an official in the car department of the Lake Shore & Michigan Southern Railway. Captain Waitt's residence is one of the oldest houses in Barnstable village. It was built in 1717 by one of two sisters named Doane, who came from down the Cape.

Joseph Whittemore, son of Hiram and grandson of Edward Lloyd Whittemore, was born in South Dennis in 1819. He has carried on a paint shop since 1849, in Barnstable. His wife, Betsey, is a daughter of Freeman Phillips of Dennis, and granddaughter of Benjamin Phillips of Harwich. Their children were: Joseph (deceased), Annah (Mrs. Alfred Kelley of Yarmouth), Alice (Mrs. Andrew Newcomb of Brewster), Louisa, Maria (deceased), Sarah (Mrs. Moses C. Waterhouse), Joseph F. of East Wareham; Hiram, a contractor at Middleboro, and Bessie M.

CHAPTER XVII.

TOWN OF YARMOUTH.

BY HON. CHARLES F. SWIFT.

Location and Characteristics.—Settlement.—The Grantees and Early Settlers.—Early Events and Customs.—The Revolutionary Period.—Division of the Town.—War of 1812.—Subsequent Events.—Taverns and Hotels.—Churches.—Schools.—Civil Lists.—The Villages, their Industries and Institutions.—Biographical Sketches.

THE present town of Yarmouth is situated about midway of the peninsula of Cape Cod, having Barnstable for her westerly neighbor, and Dennis on the east. Cape Cod bay washes the north and the Vineyard sound the south shores of the township. The four principal villages are near the borders of the sea or river, and the intervening region of four or five miles is densely covered with oak, pine, birch, cedar and other woods. There are a large number of fresh ponds scattered throughout the town, giving an agreeable diversity to the landscape. Fifteen of the larger, with areas varying from ten to ninety-four acres, have an aggregate area of 564 acres. Long pond, near South Yarmouth, of ninety-four acres, and one south of it of twenty, have no outlet. Dennis pond, of fifty acres; Taylor's, of thirty-nine; Flax, of twenty; and one of eleven acres, form another group with no outlet. Mill pond, of eighty-one acres, is drained by Hamblin brook. Parker's river drains Flashes pond, of sixty-five acres, and Swan pond, of seventy. Thornton brook rises in a pond of fifty acres, and near South Yarmouth is a group of three small ponds with no visible outlet. Large tracts of salt meadow skirt the northern shore of the town. The soil is generally light, although, in Yarmouth Port, especially, there is a considerable region of land well adapted to gardens and orchards. The streets of that village are lined with large and heavy elms, planted some forty-five years ago, making a boulevard of a mile and a half of attractive shade for promenade and riding. Germans hill is the highest eminence in the town. Bass river, a stream some five miles in length, separates the town from Dennis to that extent; and Chase's Garden river, on the north side, is also the boundary for a short distance. White's brook, on the north, empties into Cape Cod bay; and Baxter's river, on the south, into Vineyard sound.

The original township of Yarmouth comprised, besides its present limits, a region of about a mile in extent from east to west, of what is now a portion of the town of Barnstable; but at a court held in Yarmouth, June 17, 1641, by virtue of an order of the general court, the line between the two towns was established substantially as it now exists. The easterly boundaries of the township were somewhat indefinite, but embraced the whole of the present town of Dennis, and the town also exercised a sort of shadowy jurisdiction over the region now known as Chatham; which, in the language of the old records, was described as "within the liberties of Yarmouth;" the western part of Brewster—then known as Satucket—was at an early period a "Constablerick" of Yarmouth—which probably meant that the town was responsible for the preservation of good order and lawful conduct on the part of the inhabitants of the region. In 1694 those two communities were included in the town of Eastham, and Yarmouth thenceforward included the region now comprised in the towns of Yarmouth and Dennis.

The region in the vicinity of the habitations of the first comers was known by the Indian names of Mattacheese, Mattacheeset, Hockanom and Nobscusset, Mattacheese signified old lands, or planting lands, and the terminal *t*, was applied to places by the water, making Mattacheeset mean, old lands by the borders of the water. This general term described the region now the eastern part of Barnstable and the western portion of Yarmouth. From near White's brook to Dennis, was known as Hockanom; beyond which, to Brewster, the region was called Nobscusset. The Pawkunnawkuts occupied the vicinity of South Yarmouth and South Dennis, on both sides of Bass river.

But little is known of the region before its settlement by the English. Captain John Smith, as is shown by the map describing his voyages, visited Barnstable harbor and skirted this coast. The Plymouth colonists sent frequent expeditions here but the earliest occupation of the town which is a matter of record, was in August, 1638, when the colony court granted leave to Stephen Hopkins "to erect a house at Mattacheese, and cut hay to winter his cattle, provided it be not to withdraw him from the town of Plymouth." In September of the same year, permission was granted to Gabriel Whelden and Gregory Armstrong to locate here, "with the consent of the committees of the place," which seems to imply some previous organization, at least, for a settlement. Hopkins was one of the *Mayflower's* company. He afterward conveyed his house to Andrew Hallet, jr., and the locality of his domicile is thus quite accurately defined. This was the first house in town built by an Englishman, the location of which is known. It is in a field now owned by Captain Charles Basset, about seventy-five yards northeasterly of the house of Thomas Thacher.

A depression on the side of the hill clearly indicates the locality of the site.

The permanent and authorized settlement of the town commenced early in 1639. The grantees of the court were, Anthony Thacher, John Crow and Thomas Howes, who had surveyed the lands, preparatory to occupation. They, with John Coite, "to be inquired of," Madrick Matthews, Philip Tabor, William Palmer, Samuel Rider, William Lumpkin and Thomas Hatch were proposed January 7, 1639, "to take up their freedom at Yarmouth." The same page records the following "persons there excepted against: Old Worden (dead), Burnell, Wright, Wat Deville." In March following, Nicholas Simpkins, Hugh Tilley, Giles Hopkins and Joshua Barnes are mentioned in the court records as of Yarmouth. Andrew Hallet was here in March, and there was some complaint that he had "assumed to himself" too large a proportion of the best lands, but his claim was subsequently confirmed by the court. Between the time of the first settlement and the close of the following year the pioneers were joined by Thomas Starr, Robert Dennis, Edward Sturgis, James Matthews, William Nickerson, Samuel Ryder, Yelverton Crow, Philip Tabor, William Palmer, and Thomas Payne. William Chase was chosen constable, and Thomas Payne and Philip Tabor deputies to the court, the first representative assembly in the colony, which met June 4, 1639. William Clark took the oath of allegiance and fidelity in September, and was constable for the town.

The legislation by the colony court relative to the town, the first year of its existence, forbade any one here purchasing two house lots or more and laying them together and maintaining but one house upon them. This was intended to make the settlements compact, as a matter of safety and precaution. Yarmouth men were granted liberty to "keep their swine unwringed," "they keeping them with a herdsman until complaint be made of some hurt they have done." It was ordered that "a pair of stocks and a pound be erected, and that a constable see it done, and have a warrant to distrain such as shall refuse to pay what shall be assessed to the charge thereof." William Palmer was authorized to exercise the inhabitants in the use of arms.

The first mention of Yarmouth as the name of the town is found in the grant by the colony court to Messrs. Thacher, Crow and Howes. Of the first settlers some were Eastern county men, some were from the midland counties, some from Wales, and others from the south of England. Yarmouth, the principal seaport on the eastern coast of England, was the place of embarkation and debarkation between that country and Holland, and was naturally associated in their minds with experiences in the mother country; hence, perhaps, the name of this town.

"Yarmouth," says Mr. Freeman, "was peculiarly fortunate in its incipency in being under the direction not only of highly respectable and energetic men, but of such as probably in general coalesced better with the leaders at Plymouth than did the majority of those, also highly respectable, who laid the foundation of Sandwich."

Anthony Thacher, it is believed, was born in Somersetshire county, England, about 1589. In 1610 we hear of him at Leyden, where he remained with Robinson and his associates about twenty years. But though imbued with the Pilgrim spirit, he found it consistent with his principles to serve as curate to his brother, Peter, who was rector of the church of the parish of St. Edmunds, at Salisbury, county of Wiltz. April 6, 1635, he sailed in the ship *James* from Southampton, together with Thomas, son of his brother Peter, a youth of fifteen years, arriving in Newbury, Mass., in June. In a voyage from Ipswich to Marblehead, undertaken in August, 1635, a terrific storm arose and their vessel was driven on the rocks on an island now bearing the name of Thacher, where his four children, his cousin, Rev. John Avery and his six children were drowned, Mr. Thacher and his wife being the only survivors of a company of twenty-three. After a short residence in Marblehead, Mr. Thacher obtained, in company with his associates before named, a grant of the region then known as Mattacheese, surveyed the lands, and early in 1639 commenced the settlement of the town. His homestead was located on the land about three hundred yards northeasterly of the dwelling house of the late James G. Hallet. Mr. Thacher married for a second wife Elizabeth Jones, six weeks previous to sailing for America. His surviving children were: John, born in Marblehead in March, 1639; Judah, born in Yarmouth, who died November 4, 1676; and Bethea, who married Jabez Howland, of Barnstable, and removed to Rhode Island. Colonel John, above named, was a more distinguished man than his father, so far as eminent public position and service is concerned. He was assistant to the governor in 1691, and from 1692 to 1717, inclusive, a counsellor in the province of Massachusetts Bay. A number of other eminent men have been found among the descendants of Anthony Thacher; among them Peter Thacher, judge of court of common pleas, 1729; John Thacher, also judge of court of common pleas, 1736; David Thacher, representative twenty-seven years, senator two years, delegate for framing state constitution, and also delegate to ratify the national constitution, and judge of court of common pleas.

Mr. Andrew Hallet was among the earliest of the first comers, but did not make his permanent residence here until 1641. He was styled a "school master" in Lychford's "Plain Dealing." In 1839 he bought of Dr. William Starr, for ten pounds, seventeen acres of land

and twelve acres of meadow, with the frame of a house to be made by William Chase, the house "to be made and set with a chimney, and to be thatched, studded and latched (daubing excepted)," which Mr. Chase had agreed to do for the sum of five pounds. This house lot was in the northwest part of Yarmouth and the northeast part of Barnstable, on the county road; the house was probably within the limits of Yarmouth. In 1643 Mr. Hallet presented to the poor of the town a cow, which was accepted by the court for the purpose indicated—a gift at that time munificent, as cattle were valued, and evidently appreciated by the recipients. Mr. Hallet is described in the records as a "gentleman," a term which then carried with it high social consideration. His children were: Andrew, Samuel, Hannah, Josias, and Joseph. He died about the year 1647.

Andrew Hallet, jr., came over in 1636, nominally as a "servant" of Richard Wade—a title assumed for convenience—and was first in Lynn, and subsequently in Sandwich. He sold his house in that town in 1640 and in 1642 bought the Giles Hopkins house, the first built in town. He afterward built a house on the knoll, a few feet northerly of the present residence of Captain Charles Basset. He purchased eighteen acres to the eastward of his house lot, of Nicholas Simpkins, and the farm of Robert Dennis on the southwest. By subsequent purchases he became the proprietor of some three hundred acres of the best tillage and pasture land in town, owning from Barnstable line to nearly a quarter of a mile easterly on both sides of Hallet street, named for his family. He died in 1684, aged seventy-six, his wife Anne, daughter of Anthony Besse of Sandwich, surviving him.

Edward Sturgis was a man of wealth and social prominence. He was in Charlestown in 1634, and constable in Yarmouth in 1641. He kept an ordinary and sold large quantities of liquors, which our fathers consumed. His residence was northerly of the old burying ground. He died in Sandwich in 1695. Among his descendants are the late President Quincy of Harvard College, John Quincy Adams, and other distinguished personages.

Mr. Edmund Hawes came to this country in the *James* in April, 1635. He registered as a "cutler." He resided some time in Duxbury, and came to Yarmouth in 1645. His residence was on the lot in the rear of the store of J. Knowles & Co. He survived nearly all the first settlers, dying in 1693, at the age of about eighty years.

William Chase was a member of the company of Rev. Mr. Bachilor, who, in 1638, made the first attempt to settle in what was afterward a part of Barnstable. He was appointed the first constable in town, but was deposed at the end of six months, not being in sympathy with the people of the town. In 1640 he was censured by the court, for his language against the minister, and ordered to depart the colony in six

months, but the order was not enforced. His numerous descendants in this section are derived from John, second son of William, jr., who came with his father from England.

John Gorham came to this town from Marshfield in 1652, and purchased the house of Andrew Hallet, sr. He was a native of Benefield, Northamptonshire, where he was born in 1621. With Mr. Hallet's house he bought a part of his farm in Yarmouth and Barnstable, the grist mill at Stoney Cove, and carried on a tannery on the borders of the pond, below the residence of Patrick Keveney. He commanded the military company in town. In June, 1675, Captain Gorham and twenty-five men from Yarmouth "took up their first march for Mount Hope," and saw considerable service. In October he was appointed captain of the second company of Plymouth colony forces, was engaged in the sanguinary fight in the Swamp fort, December 19th, and died at Swansea, from fever contracted in consequence of exposure during that campaign, February 5, 1676, at the age of fifty-five years. He left a family of eleven children, from whom have descended the families in this and the neighboring towns. The Gorhams have been prominent in public affairs in both Yarmouth and Barnstable.

William Nickerson came from Norwich, England, to Watertown, in 1637, and was in Yarmouth as early as 1641, when with others he was fined for "disrespect for religion," which meant, for Rev. Mr. Matthews. But there seems no good ground for doubting the rectitude of his conduct or his respectable character. He removed to Chatham in 1665 and settled that town.

James Matthews was in Charlestown in 1634, and probably removed to Yarmouth with the first comers, in 1639. The family was doubtless from Tewksbury, in Gloucestershire. Mr. Matthews settled near the westerly borders of Follen's pond. His male children were: Samuel, Benjamin, and probably Thomas, William and John. He died January 29, 1685.

There were two Richard Taylors early in town, both of whom were enrolled among those able to bear arms in 1643, and both had wives named Ruth. To distinguish them, one was called Richard Taylor, tailor from his occupation, and the other Richard Rock, from the circumstance that his house was built beside a great rock. The first Richard, in the year 1646, had a difficulty with Gabriel Whelden, who objected to his marriage with Whelden's daughter Ruth, and the court took cognizance of the matter. This new style of courting succeeded and Whelden's consent was followed by the marriage. The Taylors of Chatham are descended from this Richard. The Taylors of Yarmouth are from "Richard Rock," who married Ruth Burgess. He was constable in 1656 and 1668, surveyor of highway in 1657, excise officer in 1664, and on the grand jury in 1685.

William Hedge was a freeman at Lynn in May, 1634; removed to Sandwich, and from thence to Yarmouth, where he was settled as early as 1643. He is favorably mentioned by a soldier in the Pequot war, who served with him, as a gentleman, of Northamptonshire, England. He was several times captain of the military company in this town, a member of the grand inquest, and of the council of war. He lived near the old church in this town, now the post office. He died in 1670, leaving five children: Abraham, Elisha, William, John and Lemuel. The family is not numerous in Yarmouth, but is well represented in Dennis.

Emanuel White was in Yarmouth in 1641. He was involved in the ministerial quarrel of the time, and in 1646, was fined by the court for villifying Rev. John Miller, a short and summary process to which our fathers usually resorted, to silence opposition to the established religious order of things. The Whites of this town are not his descendants, but of Jonathan, who came here later.

John Joyce removed from Lynn to Sandwich in 1637, and thence to Yarmouth in 1643. He was a man of wealth, residing in the village of Hockanom. He died in 1666. The family name became extinct in 1755 by the death of Jeremiah, his great-grandson.

Richard Berry was of Barnstable in 1643, removed to Boston in 1647, and thence to Yarmouth, where he resided in 1649. He lived near the mouth of Bass river, and came under the discipline of the authorities on several occasions. He had eleven children, who were, as far as known, of exemplary character, and his sons, John and Samuel, from whom those of the name in this town were derived, were useful citizens.

It has sometimes been assumed, without sufficient evidence, that Yelverton Crow was a brother of John, one of the grantees of the town. He was one on the list of those able to bear arms in 1643, was a grand jurymen in 1656, deputy and selectman later, and died in 1683. He lived at "South Sea," near Lewis's bay and had a son, Thomas, who had numerous descendants.

Robert Dennis was in Yarmouth in 1641. In 1645 he was a member of the grand inquest. In 1648 he was appointed on the committee of the town to dispose of the common lands; in 1658 was one of the committee to settle with the sachem Yanno; was afterward excise officer, and committee on the part of the town for oil claimed by the colony. He died in 1669, leaving one daughter, but no male heirs. Dennis pond, adjoining which he owned lands, is named for him.

Besides these men others were here as temporary residents, among them John and Joshua Barnes, Richard Pritchard, Daniel and Job Cole, William Clark, Giles Hopkins, Thomas Hatch, Rev. Samuel Arnold, Thomas Boardman, William Palmer, Richard Hoar, Thomas Payne and John Gray.

When the scattered communities which composed the Plymouth colony took upon themselves a *quasi* legislative form of government, Yarmouth, with the others, joined the association and sent her deputies to the colonial legislature. From that circumstance her incorporation—for she never had any other—is usually dated as September 3, 1639, when she became one of the represented towns in the colony court.

Expeditions against the Indians were sent out by the colony court in 1642 and again in 1645, the dreaded Narragansetts causing much uneasiness by their unfriendly attitude. The first year Yarmouth furnished two soldiers, and of the second expedition she furnished five. They were absent fourteen days and saw but little service. This "war" cost Yarmouth £7, 2s., 6d. How much of a community the town had become may be gathered from the lists of those capable of bearing arms and the freemen in 1643.

The fifty-two bearing arms were: Anthony Berry, Thomas Boreman, James Bursell, John Burstall, William Chase, sr., William Chase, jr., Daniel Cole, Job Cole, John Crow, Yelverton Crow, Robert Davis, Robert Dennis, John Derby, William Edge [Hedge?], Roger Else [Ellis?], Thomas Falland, Thomas Flawne, William Grause, John Gray, Benjamin Hammon, Andrew Hallet, sr., Andrew Hallet, jr., Hugh Tilley, William Twining, Henry Whelden, Samuel Williams, Samuel Hallet, Richard Hoar, Thomas Howes, Tristram Hull, John Joyce, William Lumpkin, James Matthews, Mr. Martin Matthews, William Nicorson, Hugh Norman, William Norcutt, William Palmer, Thomas Payne, William Pearce, Richard Pritchett, Samuel Ryder, Richard Sears, Thomas Starr, Edward Sturgis, Nicholas Simpkins, Richard Taylor, Richard Templar, Anthony Thacher, Nicholas Wadibone, Emanuel White, Peter Worden. The sixteen Freemen of the town were: Thomas Payne, Philip Tabor, Mr. Anthony Thacher, Mr. John Crow, William Palmer, William Nicholson, Mr. Marmaduke Matthews, Thomas Falland, Richard Hore, Emanuel White, James Matthews, Richard Prichard, Edmund Hawes, Daniell Cole, Job Cole, Thomas Howes.

From the beginning of the settlement there had been a great deal of bitter feeling in relation to the division of the lands. The three grantees were directed to make "an equal division of the lands" "to each man according to his estate and quality." To perform this duty satisfactorily was manifestly impossible, because, although his estate might be estimated, it would be difficult to say what one's quality was in a new place and among new men. Another committee was appointed from among the townsmen, but they did not succeed in allaying the discontent. Then Captain Standish was joined to the former committees, and they succeeded no better. The difficulties

increasing, Captain Standish alone was appointed in 1648, by the court, to "have a hearing and put an end to all differences" on this subject. The fiery captain showed the same pluck and decision in this matter that he exhibited in warlike exploits, and adopted decidedly heroic remedies. Many parties were ejected from lands claimed and occupied by them. Most of the former grants were abrogated and the lands reverted to the possession of the town. They were then re-assigned agreeably to the views of the commissioner. There was no appeal, and smothering their resentment as best they might, the townsmen submitted from compulsion. Thus was ended one of the potent causes of internal discontent in the community.

The causes for public concern was sufficient to keep the people fully employed. The ministerial wrangles, the taxation to support Eel River bridge, and the threatening conduct of the Dutch at New Northlands were sources of continual controversy. In 1663 Sergeant Ryder and John Gorham were sent by the town to attend a council of war, and of the sixty men which the colony voted to raise, six were assigned as the quota to Yarmouth. The next year the number was four, and there was another call for a like number.

The action of the court in relation to this town about this period throws some side lights upon the occupations, resources and public interests and concerns of the people. In 1661 the colonial authorities and the towns came to an agreement, by which two barrels of oil from every whale secured in town should be delivered to the treasurer of the colony. Richard Child was warned to desist from building a cottage in town. This matter of "warning out of town" undesirable settlers may seem harsh, in a new country with plenty of land; but it was in accordance with sound public policy at that time. If Child had been permitted to build without protest, he would have acquired a personal right in the common lands, a tenement right and a claim for public relief for himself and family if unfortunate in his business.

In November, 1667, in relation to attendance upon town meetings, it was voted, "that if any townsman doth not make his appearance upon the second call to answer to his name, he shall be fined 6d, unless the townsmen accept his excuse." The former regulations relating to ordinaries and ordinary keepers were reaffirmed and more accurately defined, and John Howes and Anthony Fray were appointed for this town to enforce the laws on this subject. Edward Sturgis, a leading citizen, gave dissatisfaction by his indiscriminate sale of spirituous liquors, and his license to keep an ordinany was revoked. It was also voted that "every ratable person in town shall kill, or cause to be killed, six black birds or crows, by the last of July next, or else pay 2s., 6d. for his neglect." The town, in 1679, also appointed a committee to collect the minister's salary, "so that he may not remain unpaid of

his due, to the blemish of the town." In 1680 the townspeople agreed with certain parties "to look out for and secure the town all such whales as by God's providence shall be cast up in their several bounds," for the sum of four pounds a whale, to be paid in blubber or oil. An invoice of liquors brought into the town in 1662, shows that six different persons imported one hundred and twelve gallons. In 1663 ten persons brought here ninety-seven gallons, nine cases and a quarter cask. As a result, at the next term of the court, notice was taken of "much abuse of liquors in the town of Yarmouth," and the next year two prominent citizens were fined for bringing in liquors without seasonably notifying the inspectors.

All the citizens of the town do not appear to have been saints, and frequently some of them were disciplined by the court. In 1663 Jonas Hallet, Thomas Starr and two others, of Yarmouth, went to the house of John Doane, jr., of Eastham, and finding no one at home, ransacked the house for liquors, which they drank, and then wrote "a libellous and scandalous paper of verses," which they left there. They were fined fifty shillings each, and their two associates thirty shillings each. Nicholas Nickerson, for making opprobrious speeches against Rev. Thomas Thornton, saying of a certain sermon, that "half of it was lies," was obliged to retract and express regret, though it is doubtful if he felt it. In 1669 sundry persons were fined five shillings each, "for smoking tobacco at the end of Yarmouth meeting house, during the Lord's day, in the time of exercise." In 1671 three persons of Yarmouth were fined thirty shillings each, "for sailing from Yarmouth, to Boston on the Lord's day," and three others were summoned to appear to answer a like accusation. One person was fined for "swearing."

The following is a list of the freemen in 1670: Mr. John Crow, Thomas Falland, Emanuel White, James Matthews, Mr. Edmund Hawes, Mr. John Vincent, Jeremiah Howes, John Miller, Edward Sturgis, sr., Richard Sears, Yelverton Crow, Joseph Howes, John Thacher, Henry Vincent, Samuel Sturgis, Judah Thacher, Thomas Howes, John Hawes, Kenelme Winslow. In 1674 the house of Edward Hawes, the town clerk, was destroyed by fire, and with it the entire town records. No attempt was ever made to repair this loss, and much valuable information is thereby lost to the descendants of that and previous generations. The new book of records opens with a list of the soldiers of Yarmouth who were pressed into the service in Philip's war, together with their wages. The quotas of men required were promptly filled. Fifteen men from this town were in the Narragansett swamp fight, but none were killed. Five men from this town were killed at Rehoboth, in the fight in which Captain Pierce's company was annihilated. The pecuniary burden on the

town was great. During the years 1675-'76 war taxes were assessed as follows: £74, 15s., 6d.; £14; £266, 1s.; £297.

Philip's war did not, by any means, finish the troubles connected with the Indian question. The seat of hostilities was transferred to Maine and New Hampshire, and in 1689 Yarmouth was obliged to pay forty-one pounds as her proportion of the war against the Eastern Indians. In 1690 she furnished at one time four, and at another ten men, and paid £104, 2s., 9d., of the debt of what was styled William and Mary's War. Yarmouth in 1690 was regarded by the assessors—or "rate-makers," as they were styled in those days—as the fourth town of the twenty in the colony in point of valuation, those ranking higher being Plymouth, Scituate and Barnstable only. As an important town in the colony, she had her share of anxieties and tribulations in connection with the complications in the other colonies and in the mother country.

In 1694, Captain John Thacher, Lieutenant Silas Sears, John Miller, and Sergeant Joseph Ryder were appointed to "seat the men and women and others in the meeting house." The seating of a congregation was an important and a delicate matter. Seats were assigned according to rank, social position, wealth and other public considerations, and it was not, at all times, an easy task to satisfy the expectations of a society in this respect. In 1695 John Taylor was appointed to take care of the meeting house, for one year, for which service he was to receive one pound. It was also agreed that "each townsman shall give and haul to the minister one load of wood." John Thacher, Thomas Sturgis, and William Hedge were granted leave to set up a wind mill on the commons, to use one acre of land, for the site, the mill not to be rated. The Quakers' scruples were respected, when it was ordered that they "be rated for the support of the ministry, but that the tax be made so much larger, that Mr. Cotton may have his full salary." Major Thacher and Zachariah Paddock were appointed to join the selectmen, to run a line between the town and "the purchasers" of the town of Harwich. John Clark was engaged in 1700 for school master, to have besides his salary provision for keeping his horse, his circuit being so extended as to require that facility. In 1701 John Miller was chosen representative, to have 3s., 6d., per day, and to be allowed two extra days for travel, "in consideration of his age and the greatness of the journey."

The division of the common lands of the town was initiated in 1710. After the division made by Captain Standish in 1648, there appears to have been substantially no change in the system of allotting the common property of the townsmen until 1672, when grants were authorized by the court, and the book containing these awards contains this inscription: "John Thacher was appointed to keep this

book and enter records therein." The committee were: Edmund Hawes, Thomas Boardman, Thomas Howes, Andrew Hallet, and John Thacher. Afterward the court added Jeremiah Howes and John Miller in place of Captain Howes and Andrew Hallet. These persons granted pieces of marsh and upland to a limited extent, but the original estates had been subdivided, the people had increased, and were getting cramped for land.

In February, 1710, the town chose as a committee to consider and report upon some plan of division, Colonel Thacher, John Hallet, Samuel Sturgis, Joseph Hall, and Zachariah Paddock, jr. In April the committee's report was accepted by the town. They recommended that the division be made on the following plan, viz.: "1st. That one-third of the commons shall be apportioned to tenements, the owners to be inhabitants of the town, or the children or successors of those now inhabitants who have tenement rights, or of those who were freeholders in 1661, and had borne charge in settling the town, and that no person should have to exceed two tenement rights. 2d. One-third to all persons 21 years of age and over, born in town and now inhabitants, or those not born here who have been inhabitants 21 years, and have possessed a tenement 21 years. 3d. One-third, according to real estate, as each person was rated in 1709." A committee was then chosen to report a list of persons in town entitled to a portion of the public lands and the number of shares to which each was entitled. The committee's report of May 23d was confirmed, and in February, 1711, the proprietors met, and agreed that two-thirds of the undivided lands be laid out to the individual proprietors. The committee were also authorized to lay out such highways and private ways in those undivided lots as they deemed proper. The whole number of shares was 3,135 (afterward altered to 3,118). The proprietors' clerk was directed to make out a list of proprietors from the town book and record them. By a general average, nine shares were assigned to each tenement right, and $7\frac{1}{2}$ to each personal right. No person was to have more than two of the former, and there were only four persons in town found to be entitled to more than one. All the residue over the tenement and personal rights was on account of proportionate ownership in the taxable real estate in town. The division was made by lot, and the drawings were completed during the summer of 1712. A large portion of these lots have remained in the families of the first owners down to the present time.

Before making the third and final division it was voted at a proprietors' meeting held July 1, 1713, "that a piece of land and beach lying near Coy's pond, about two acres, shall lie undivided for the benefit of the whalemens of the town of Yarmouth forever." It was also voted that "the committee chosen to lay out the third of the

undivided lands shall have power to lay out a certain tract, as much as they shall see fit and convenient for the native Indians of the town to live upon, they agreeing with the Indians where to lay out such land, which land is to lie for their use forever, to live upon and for planting and firewood. And the Indians shall not have any power to sell or dispose of said lands or timber, wood or fencing stuff that grows thereon, or receive any other town's Indians or any other persons whatsoever, either English or Indians." The division made by lot July 14, 1715, absorbed the great bulk of the common lands except the few spots reserved, as already indicated. The locality reserved for the use and occupation of the Indians is particularly described in the proprietors' records, and is substantially the present village of South Yarmouth, contiguous to the streams and shell fisheries, which the Indian prized so highly.

About 1726 commenced a movement from the Cape to seek new homes—this time toward the province of Maine. The division of the common lands had not satisfied the desires of the landless classes, and the legislature of 1727 having granted the heirs of each of the 120 soldiers in the Narragansett expedition during Philip's war, a township in Maine, about forty heirs and their families in 1736 settled the town of Gorham, Me.

No sooner was the last of the French wars ended than the difficulties of the colonies with the mother country began to thicken, and the people of this town not only shared in the general discontent, but made their dissatisfaction known by their acts. There was a patriotic body, here as elsewhere, called the Sons of Liberty, who met usually in the night time and made the few loyalists and those suspected of being such, very unhappy. Two "liberty poles" were erected in the West parish bounds, one on the hill in the rear of the present residence of David G. Eldridge, then called Liberty hill, and another in front of the meeting house, now occupied by the post office. Any one found guilty of drinking taxed tea, or of making impudent remarks, was required to dance around these liberty poles and make solemn recantation of their errors and promises of amendment. In 1774 the West parish contributed £5, 6s., 8d., to the Boston sufferers by the port bill, and a large committee was chosen "on observation and prevention," of which Captain Elisha Basset, Stephen Hallet, Joseph Griffeth and Joseph Crowell were members. Enoch Hallet, Joseph Griffeth and Isaac Matthews, jr., were chosen delegates to the county congress, to meet at Barnstable. Barnabas Eldridge, Reuben Taylor, Abner Crowell, Isaac Hallet, Edmund Bray and Samuel Eldridge were appointed a committee "to see that no tea is consumed in Yarmouth." Enoch Hallet and Daniel Taylor were chosen members of the "standing committee." When the

alarm of the country was sounded by the demonstration upon Lexington and Concord, the town's militia started out for the scene of operations, the western company under Captain Jonathan Crowell mustering sixty officers and men. They had not proceeded far before intelligence of the rout and retreat of the British troops reached them and they returned home. A "committee of safety" was appointed in 1775 and was "indefinitely continued."

General Washington, having early in 1776 determined upon the expulsion of the British from Boston, wrote to the council of Massachusetts Bay, submitting to their wisdom "whether it may not be best to direct the militia of certain towns, contiguous to Dorchester and Roxbury to repair to the line at those places with arms, ammunition and accoutrements, instantly, upon a given signal," and the suggestion was favorably received. Yarmouth was one of the towns called upon. Captain Joshua Gray, who commanded the militia, at once set forth, accompanied by a drummer, to call for volunteers. Every one was ready and willing to go. The night was spent in preparation. In the chamber of the ancient house now standing at the corner of Hallet and Wharf streets, the mothers and daughters spent the night in moulding bullets and making cartridges, and at early dawn eighty-one men, under the command of Captain Gray, were on the march for Dorchester.

A meeting was held June 20, 1776, in which it was unanimously "Voted, that the inhabitants of Yarmouth do declare a state of independence of the king of Great Britain, agreeably to a late resolve of the General Court, if in case the wisdom of Congress should see proper to do it." This resolve they did their part to carry out, so far as laid in their power. Their men nearly all joined the patriot army. Their commerce and fisheries were destroyed, and they suffered untold hardships and privations for seven long years.

About this time that portion of South Yarmouth now most thickly settled, which had heretofore been known as "Indian Town," was placed in the market and soon developed by an enterprising and intelligent population.

April 10, 1783, a new schooner, called the *Perseverance*, was launched in town, and a party of young persons went out in her on an excursion. Being without ballast, when in the channel off Beach Point, she capsized, and Miss Anna Hawes, a young lady of seventeen, sister of the late Dea. Joseph Hawes, was drowned. In 1789 occurred a disastrous shipwreck, involving the loss of the lives of seven people belonging to this town. A new fishing schooner, mostly owned by a Mr. Evans, of Providence, R. I., was lost in a gale, on Nantucket shoals, with all on board. Their names were: Howes Hallet, master, Josiah

Hallet, Daniel Hallet, Levi Hallet, Joseph Hallet, Josiah Miller and Moody Sears, all of Yarmouth.

One of the peculiarities of the civil economy of Old Yarmouth may appropriately be noted in connection with the events preceding the division of the town. During the war it was customary to transact the public business by parishes. The people became so used to transacting public business in this way, that it was thought best to make two townships of Old Yarmouth, and by a vote of eighty-six to four, they decided to divide the town. The act of separation passed June 19, 1793, and took effect in February following.

The year of the final separation, the "South Sea" or West Yarmouth parish was also set off, as will be seen by reference to the church history. Party spirit raged at the time as it had never before done. Yarmouth was an intensely Federal town, and the adherents of Mr. Jefferson were regarded as Jacobins and infidels. It was fortunate for the peace of the town that there was so few of them here. In 1797, and for several years afterward, small-pox again raged in town, and a hospital for inoculation was established at Great island, now known as Point Gammon. In 1808 permission was granted to David Kelley and others to build a draw-bridge over Bass river, between Yarmouth and Dennis.

These were the most important acts and votes of purely domestic concern. The relations of the town to the attitude of the general government were of an important character. The position of the administration on the subject of our commercial policy was very obnoxious to our people, who felt that it was destroying their shipping interests and sapping the foundations of their prosperity. The embargo, the non-intercourse act, and all the measures adopted by the government, under the pretext of vindicating our rights as a commercial community, seemed to them to have an exactly opposite influence and tendency. The ships were rotting at their docks, and the men out of employment. Individuals, and the town as a corporate body, protested against the policy adopted. A town meeting, held August 29, 1808, petitioned congress to suspend the embargo; and the town repeated the action in February, 1809. July 8, 1812, twenty days after the declaration of war, the town put on record a protest against the act. The vote of the town for governor in April, 1813, was 265 for Caleb Strong, the anti-war, federal candidate, and twenty-three for Joseph B. Varnum, the war, administration candidate. Brewster, which town had been served with a demand by the British naval commander for \$4,000, sent a committee to Yarmouth to solicit aid. The town was called together on Sunday, and appointed a committee to inquire into any similar errand or demand, if made upon this town, but nothing further transpired in relation thereto.

In 1814, Great Britain, being freed from her continental embarrassments, sent a large fleet to the New England coast, which kept our coasting and fishing vessels within their harbors, and nearly destroyed the remaining industries of the town.

Alarms were frequent, and the militia were constantly liable to be called out. On one occasion the Yarmouth company was a day and night in Barnstable, which was supposed to be threatened with an attack, and bivouacked in the court house. It was once or twice, under the same circumstances, marched to the south side, which was threatened by a visit from the invaders. Party spirit ran high, and the people of the town refused to take any other part in the hostilities than to repel invasion. Many of those who had fought and suffered in the revolutionary war, utterly refused to engage in the struggle then going on. The opposition to the war was at no time abated in this town, and the treaty of peace was a welcome relief to the people.

The year 1817 witnessed a great temperance reform in the town. The evils of the intemperate and excessive use of spirituous liquors had become very great, and the drinking habits of the people were entailing much misery upon the community. Seventeen retailers were required to supply the demand on the north side of the town, to say nothing of the other portions. The formation of the Boston Society for the Prevention of Intemperance, was followed by the organization of a similar one here—said to be the second of the kind established in this country. Several persons who had been dealers in spirituous liquors joined the organization. The conditions of membership would not be considered very exacting in these days: "No member of the society, except in case of sickness, shall drink any distilled spirit or wine, in any house in town, except his own, or the one in which he resides." "No member shall offer or furnish, except in case of sickness, to any inhabitant of the town, any distilled spirit or wine, whether they be visitors or laborers, but shall use his influence to discourage the ruinous practice." The first officers of the society were: President, Elisha Doane; first vice-president, Seth Kelley; second vice-president, Joseph Hawes; secretary, Calvin Tilden; treasurer, Prince Matthews; committee, Freeman Baker, Howes Taylor, Anthony Chase, Henry Thacher, Edmund Eldridge, Ebenezer Matthews, jr., John Eldridge. This society existed many years, and was instrumental, in a very marked degree, in checking the evil aimed at. In 1826 the town voted to petition the legislature that salt works, which had heretofore been exempt, should no longer be free from taxation.

The town, in 1829, raised a committee to inquire into the subject of an alms house. Another committee was appointed in 1830, and in March, 1831, it was voted to build, and the following building com-

mittee was chosen: Nathan Hallet, Simeon Lewis, Eben Bray, James, Matthews, and Ezekiel Matthews, jr. The town, in March, 1835, voted to build a new town house, near the geographical center of the town, and appointed as building committee: Matthew C. Hallet, Alexander Baxter, Isaiah Crowell, Isaiah Bray, and James Matthews. Four hundred dollars was appropriated for the purpose. The town, in 1837, voted to receive its proportion of the surplus revenue distributed by the United States government, and placed it in the hands of John B. Doane, as its agent. Mr. Doane dying the same year, Isaiah Crowell was chosen the ensuing year, the selectmen having in the meantime managed the matter. In 1838 a portion of the money was used to pay the current town expenses, and to purchase two hearses; and the next year the balance was absorbed by painting the town buildings and for schools. In 1839 five hundred dollars was appropriated, and a committee was chosen to take effectual measures to check the increase of the sandy wastes east of White's brook, and to restore the region to fertility. The committee consisted of: Peter Thacher, Alexander Baxter, Isaiah Crowell, William Hall, and Matthews C. Hallet. The committee placed over the shifting sand a thick covering of brush, and the waste was in a few years reclaimed, and the most of it is now covered with growing pines.

The gale of October 3 and 4, 1841, was unprecedented in its destruction of life and property of the citizens of this county, especially of those employed in the fisheries. Yarmouth sustained a loss of ten lives, rendering four wives widows, and sixteen children fatherless. The schooner *Primrose*, Captain Eben Bray, jr., was on George's bank, and was never after heard from; she was supposed to have foundered at sea. The schooner *Leo*, Captain Freeman Taylor, went ashore, high and dry, on Scorton beach, and was got off without injury. The names of the lost from Yarmouth were: Eben Bray, jr., Peter Bray, John Bray, Ebenezer Matthews, jr., Isaac Matthews, son of Reuben Matthews, David Hall, David H. Hall, Benjamin Whelden, and Andrew Whelden.

Amos Otis, Edward Thacher, and Oliver Hallet were authorized, by a vote of the town, in 1841, to set trees along the highways of Yarmouth Port, provided the road be left thirty feet wide within the trees. The trees were procured in Middleboro, and set from the Barnstable line to the Second District school house, greatly adding to the present beauty and comfort of the street. The legislature of 1843 passed an act incorporating the Long Pond Fishing Company, of Yarmouth, to open an outlet from Long pond to Swan pond, and to improve Parker's river. May 12th, a destructive fire raged in the woods in the southeasterly portion of the town, spreading over four thousand

acres, and destroying standing and cut wood, to the value of fifty thousand dollars.

In 1844 John Reed, of this town, was chosen by the legislature to the office of lieutenant governor, there having been "no choice" by the people. Mr. Reed was re-elected six subsequent terms. December 20, 1852, the magnesia works of Fearing & Akin, South Yarmouth, were destroyed by fire; loss, five thousand dollars. In December, 1853, in a severe snow storm, accompanied by high wind and tide, Central wharf, in Yarmouth Port, was nearly destroyed, the store and packing shed of Hawes & Taylor, located upon it, containing a stock of goods, was washed away and broken up, and five vessels driven from their moorings, floated ashore. The bark *Ida*, and several schooners went ashore on Sandy neck. The schooner *Leo*, of Rockland, Me., came ashore on Sandy neck; her crew were doubtless all lost. In October, 1858, the schooner *Granite*, of Quincy, was wrecked on the outer bar, off Yarmouth, and her crew, five in number, were swept overboard and drowned.

May 3, 1863, the store and stock of goods of James B. Crocker were destroyed by fire; loss, about five thousand dollars. August 11th, a camp-meeting, under the auspices of Methodist Episcopal societies of the Providence Conference, was initiated. The association having the matter in charge, had previously purchased a grove about one mile and a quarter from the Yarmouth railroad station, on the Hyannis road, and erected suitable buildings for the purpose. This grove, with its accommodations, has been greatly enlarged, and improved yearly since that time. The last vessel of the Yarmouth Port fishing fleet was sold this year. October 15, 1868, the ancient cemetery, having been enlarged and greatly improved, there were impressive services held to commemorate the event; the chief feature of which was an address, by Rev. Joseph Eldridge, D. D., of Norfolk, Conn. March 14, 1869, the schooner *Electric Light*, of Provincetown, from Boston for Provincetown, was driven by a severe northeasterly gale into Yarmouth harbor, striking upon the bar and capsizing. Her crew of five men, with five passengers, all lost their lives. The severity of the weather of March, 1872, was said by the oldest people to be unprecedented for that month of the year. It was reported in the newspapers of March 23d, that it had been three weeks since any communication was had with Sandy neck.

June 20, 1873, a fire broke out in the woods northeasterly from the town house, burning over a region of a square mile, destroying a large quantity of cut and standing wood. The station house of the Old Colony Railroad Company, in Yarmouth Port, was destroyed by fire November 17, 1878, and a few months after another was erected on the spot. Village Hall, Yarmouth Port, was also destroyed by fire,

December 22, 1880, and replaced during the following year by another and handsome edifice.

Two hundred and fifty years after the admission of the town into the colonial group—September 3, 1889—the event was celebrated by a joint commemoration, in which Yarmouth as a municipality, and Dennis by a large number of its citizens, took part, in connection with many friends from abroad.

ORDINARIES, TAVERNS AND HOTELS.—Anthony Thacher was the first person in town authorized to “draw wine” in Yarmouth, in June, 1644, which was a perquisite of an ordinary. His house was on the lot near the marsh, southeasterly of the James G. Hallet place, in Yarmouth Port. Edward Sturgis, who was licensed in 1646 “to keep an ordinary and draw wine in Yarmouth, provided Mr. Thacher draw out his,” lived a little to the northeast of the old cemetery in Yarmouth. He imported a good deal of liquor, and the inference is that he sold more than was for the public good, as he was fined in 1663 for bringing liquor into town without giving notice to those appointed to invoice it, and his license was taken away. John Miller was next appointed to keep an ordinary. He lived in a house near the site of the present school building. He was the son of the second minister and subsequently the town schoolmaster. The best and most discreet men in town were sought out for this business, which was important to the interests of the towns.

Subsequently to the revolution, Captain John Beare kept an ordinary or tavern, as the name then began to be written. He lived in a house on the site of the present residence of Captain Isaac B. Gage, near the old meeting house. This old stand was subsequently kept by the successful host, Elisha Doane. Mr. Beare seems to have done a flourishing business. He used to entertain the ordaining and ecclesiastical councils at his house, furnishing them with spirituous as well as other refreshments. Some seventy-five or eighty years ago there was another much-resorted-to tavern in Yarmouth village: the old Hamblin House, next westerly to the house of Watson Thacher, and kept by Colonel Joshua Hamblin and others. At both of these places there was an abundance of good cheer, and the townsmen at that time, until the great temperance reformation in 1817, were renowned for their social and convivial habits.

The Sears Hotel, in Yarmouth Port, was afterward a most noted hostelry. It was for many years the end of the stage coach route from Boston, the point from which the stages to Provincetown and Chatham diverged. The reputation of the house was acquired for it by Charles Sears, Esq., a brother of Joshua, the great Boston merchant. Mr. Sears kept no bar and sold no liquors, but none of

his customers suffered for want of reasonable creature comforts. He was succeeded by his son Charles, and afterward by Calvin Conant, Eben A. Hallet, and perhaps by others. The house is now the property of R. E. Holmes, of Worcester, and is occupied summers by his family, and all the year round by A. G. Megathlin. It is nearly twenty-five years since it has been used as a hotel.

CHURCHES.—The Congregational church was coeval with the town in its organization. The first minister was *Mr.* Marmaduke Matthews, the prefix of *Rev.* not being then employed. He became embroiled in disputes with some of his people, who endeavored to found another society, with Rev. Joseph Hull, of Barnstable, as preacher. The court interfered, Mr. Hull was interdicted from further action in the matter and the project was abandoned. But Mr. Matthews finally decided to seek a new field and left town, probably about 1646, after an incumbency of not far from seven years. He was succeeded in 1647 by Rev. John Miller, who remained until 1661.

Mr. Miller was succeeded by Rev Thomas Thornton, in 1667, though his ministerial labors commenced about 1663. He was one of the ministers of the established church, ejected from their livings for nonconformity, in 1662. He continued with the church and society until 1693, when he removed to Boston, and died in 1700. While pastor of this society he actively engaged in efforts to Christianize the Indians, and also acted as physician among his people. During his ministry, the meeting house, which originally was of rude construction, was greatly embellished according to the fashion of those times. Mr. Thornton was succeeded, in 1693, by Rev. John Cotton, whose incumbency continued to 1705, when he died. In 1708, Rev. Daniel Greenleaf was settled as pastor, continuing in that relation until 1727. During Mr. Greenleaf's ministry, a new meeting house was built, at an expense of four hundred pounds. The old one, which had been located on Fort hill, on the southern side of the ancient cemetery, was given to Mrs. Rebecca Sturgis for a dwelling house, and its timbers are now found in the easterly wing of the house at present owned and occupied by Hannah Crowell. During Mr. Greenleaf's ministry, the parish was divided, the easterly portion settling Rev. Josiah Dennis. Rev. Thomas Smith succeeded Mr. Greenleaf, in 1729, and continued until 1754. Rev. Grindall Rawson was his successor, and in 1760, in consequence of disagreement with members of the church, he retired. Rev. Joseph Green, jr., was pastor from 1762 to 1768, when he died, greatly beloved and lamented.

Rev. Timothy Alden, who was settled here in 1769, continued until his death in 1828, a period of almost sixty years. After him came Rev. Nathaniel Cogswell, from 1822 (when he was settled as colleague of Mr. Alden), to 1851, when he resigned. Rev. Abel K.

Packard was pastor from 1851 to 1859; Rev. Joseph B. Clark, from 1861 to 1868; Rev. John W. Dodge, from 1868 to the present time. The meeting house used in the time of Mr. Greenleaf was enlarged in 1768, and again in 1787. In 1830 the old meeting house was taken down and another—the one now used as a post office and grocery store by I. H. Thacher—was erected in its place. In 1870, the spacious edifice now used by the society was erected on a new site, and very near the geographical center of the parish.

The Society of the New Jerusalem was organized in Yarmouth Port in 1843, and for several years held services in the room above the present market, and afterward in that over the store of James Knowles & Co. The present church edifice was dedicated December 29, 1870, with a sermon by Rev. Joseph Pettee. The first pastor settled by the society was Rev. John P. Perry, who continued in that relation from 1853 to 1870. He was succeeded by Rev. William H. Mayhew, from 1874 to 1887. The pulpit has since been supplied by Rev. G. I. Ward.

The Second Congregational Society originated in 1794, when the West Yarmouth, or "South Sea" portion of the old parish, insisted upon having preaching there a part of the time. A meeting house was built and dedicated. Reverends Messrs. Alden, of Yarmouth, and Waterman, of Barnstable, preaching forenoon and afternoon. The sermons were both printed. Mr. Alden agreed to preach at South Sea the proper proportion of the time, and always seemed to enjoy his connection with that portion of his distant parishioners. In 1815, Mr. Alden, being eighty years of age, according to records, was occasionally assisted by his son Martin. One of the duties of the son was to post the notices and appointments, of which the following is a sample: "There will be preaching in this house three weeks from to-day. If father can't preach, I shall." Rev. Nathaniel Cogswell, Mr. Alden's associate, after 1822 and until 1828, officiated in his place. Until 1840 this society was a part of the old Yarmouth parish. The pastors and supplies since that time have been: Reverends Daniel H. Babcock, 1840; Ebenezer Chase, 1842; Samuel Darling, 1847; — Cobb, 1848; John H. Wells, 1851; Martin S. Howard, 1856; John E. Corey, 1859; Elisha Bacon, 1861; Robert Samuel, 1863; Henry E. Lounsbury, 1865; Luther Farnham (supplied), 1867; Joseph D. Strong, 1868; De Forest Dodge (supplied), 1872; John F. Norton, 1873; Nathaniel S. Moore, 1877; Stephen Smith, 1880; Marshall B. Angier, supplied from January, 1882, to March, 1882; Roderick J. Mooney, 1882; Jeremiah K. Aldrich, 1885; Frank E. Kavanaugh, 1886; and George Wesley Osgood, present pastor since November, 1887. In 1880 this church and Hyannis Congregational church united, and Rev. Stephen Smith and all since his time preached at both places.

A Methodist Society was organized in Yarmouth Port, in 1819, con-

sisting of six persons. In 1821, nineteen had been added to the original number, and a church was that year organized. At the present time its numbers have greatly decreased, and for several years its services have been dependent upon a supply. A list of ministers stationed here is not available.

The Universalist Society was organized in Yarmouth Port, in 1836, when the present meeting house was erected. The pastors have been here in the following order. The first, after the erection of the meeting house, was Mr. Abraham Norwood, of Brewster, who officiated half the time for one year, when he left, to preach in Marblehead, Mass. October 22, 1837, Rev. John N. Parker commenced to preach one half the time. In April, 1840, he went to another field of labor. In August, 1840, Rev. Gillman Noyes, then officiating at Hyannis, commenced to preach here one third of the time; his last service being December 12, 1841. In April, 1842, Rev. T. K. Taylor engaged to supply the pulpit one third of the time for one year. In January, 1844, Rev. G. Collins agreed to preach forty Sabbaths of the year; he left in the latter part of December, 1845. There were various supplies for several years, and in 1851, Rev. C. Marston was settled, but was dismissed in 1855. He was succeeded in 1856, by Rev. J. E. Davenport. He was succeeded in 1874, by Rev. Cyrus A. Bradley, who now supplies the pulpit.

The South Yarmouth Methodist Episcopal Society is a flourishing organization. An old meeting house formerly stood southeast of the village by the cemetery and near Silas Baker's homestead. The Bakers were prominent in its erection; but of its history little is known. It was afterward removed to Dennis Port and converted into a store. Of its old ministers, Dr. Lewis B. Bates was one, prior to 1853; Dr. George W. Stearns was another. In 1852 the present edifice was erected, at which period the records commence. The first minister in the new edifice was Henry Aston in 1853-4; followed by James M. Worcester in 1855; Lemuel T. Harlow in 1856; Edward B. Hinckley, 1857; William E. Sheldon, 1858; Lawton Cady, 1859; Benjamin L. Sayer, 1860; F. A. Loomis, 1862; Joseph Gerry, 1864; Charles Hammond, 1865; L. Bowdish, 1867; W. F. Farington, 1869; S. F. Whidden and W. F. Whitcher in 1872; W. L. Phillips, 1875; W. F. Steele, 1877; George E. Fuller, 1879; A. McCord, 1880; Edward Williams, 1881; George W. Wright, 1883; S. H. Day and Joseph H. George, 1885; W. P. Arbuckle, 1886; W. E. Kuyler, 1887; George E. Dunbar, since 1888.

The South Yarmouth Baptist Church was organized November 20, 1824, as the First Baptist Church of Yarmouth. The first church edifice was built in 1825, and the present one rebuilt in 1860. Simeon Crowell was first pastor until his death in 1848. The society united with the Congregationalists a few years in service, when in 1859 they

settled Stephen Coombs as pastor; in 1860, A. W. Ashley; 1862, William Leach; 1865, A. E. Battelle; 1867, J. C. Boomer; 1870, John A. Baskwell; 1872, William Hurst; 1876, J. H. Seaver; 1877, F. B. Joy; 1883, Orange J. Scott, who was dismissed in 1885; and 1888, O. F. Waltze, until the spring of 1889, when he was dismissed. There is now no settled minister.

A chapel was built about 1860 at South Yarmouth by David Kelley. This he has since furnished and maintained as an undenominational place of worship, free to all, and it has proved a Bethel to many.

SCHOOLS.—Yarmouth has never been behind the other towns in the county in appreciating the advantages of education for the people. The common school system was not an imported idea; it grew out of the wants and necessities of the inhabitants. The earliest official recognition of this fact by the town is found in the record of 1693, when a committee was "appointed to agree with some fit person to teach school," which was to be done "in squadrons" covering all parts of the town. Mr. John Miller, son of the second minister, had previously taught a private school, in a house near the spot where the North side school house now stands. Dea. Joseph Hawes, soon after the revolution, was a famous teacher. The history of the public schools in this town is a history of all the schools in the county up to 1854, when the present graded system was inaugurated, which since has been subject to frequent improvement.

In 1809 an academy was erected on Hawes's lane, Yarmouth Port. It was the same building now used as a market house by A. C. Megathlin, but stood, when erected, about seventy-five feet southwest of its present location. This was a private school, where a large number of the incipient sea captains and merchants of the town acquired a good solid basis for an education. James Henry, a brilliant and well-educated young Irishman, taught for several years; after him Hugh Montgomery, the early friend of the late Joshua Sears, succeeded. Among its later teachers was Rev. Thomas P. Rodman, a writer of ability. The Yarmouth Academy, situated on the site of the present school house, had such teachers as A. M. Payson and John E. Sanford, who kept up a high educational standard. The present excellent condition of the common schools renders the continuance of private seminaries unnecessary.

CIVIL LISTS.—The deputies from Yarmouth in 1639 were Thomas Payne and Philip Tabor, who served two years each. In 1641 John Crow was first elected and served two years; also Richard Hoar, who served three. In 1642 William Palmer was elected and served 6 years; 1643, Anthony Thacher, 10 years; 1643, Thomas Folland, 2; 1644, James Matthews, 2; 1645, Edmund Hawes, 16; 1652, William Lumpkin and John Joyce, each 1; 1653, Thomas Howes, 9; 1654, Sam-

uel Arnold, 2; 1655, William Nickerson, 1; 1658, Edward Sturgis, 5; 1662, Richard Sears, 1; 1663, Yelverton Crow, 3; 1668, John Thacher, 9; 1671, John Miller, 13; 1672, Thomas Howes, 5; 1677, Jeremiah Howes, 10 years, and in 1685, Silas Sears, who served 7 years.

Yarmouth's representatives in the colonial and state legislature, with date of each man's first election and total years of service, if more than one, were: 1692, John Thacher and Jeremiah Howes, each 2; 1693, John Hallet; 1694, Thomas Sturgis, 9; 1695, Jaspar Taylor; 1696, John Hawes, 2; 1701, John Miller; 1703, Elisha Hall, 5; 1704, Samuel Howes; 1705, Samuel Sturgis; 1706, Zachariah Paddock, 3; 1711, Peter Thacher, 3; 1713, Joseph Hawes, 2; 1714, John Paddock; 1715, Joseph Hall, 2; 1718, Seth Taylor; 1719, John Hedge, 3; 1721, Eben Hawes, 5; 1727, Josiah Miller; 1728, Shubael Baxter, 4; 1732, Samuel Sturgis, 7; 1737, Judah Thacher; 1739, Daniel Hall, 4; 1740, Thomas Hallett; 1741, John Hallett, 5; 1746, John Miller, 2; 1748, Joseph Thacher, 3; 1751, Joseph Hall, 3; 1757, Thomas Howes, 1758, John Bearse; 1760, John Bare; 1764, David Thacher, 27; 1774, Elisha Bassett, 3; 1775, Enoch Hallett, 2; 1779, Jonathan Howes, 3; 1780, Edmund Howes, 2; 1786, Atherton Hall, 3; 1799, David Thacher, jr., 3; 1802, Elisha Doane, 4; 1806, David Kelley, 2; 1809, John Eldridge, 6; 1809, James Crowell, 16; 1815, Thomas Hedge, 2; 1816, Henry Thacher, 4; 1820, John Reed; 1827, Joseph Eldridge; 1828, John B. Doane, 3; 1830, Charles Hallett, 2; 1831, Isaiah Crowell, 3; 1831, Joseph White; 1832, John H. Dunbar, 3; 1833, David K. Akin, 3; 1834, Oliver Hallett, 2; 1836, Reuben Ryder; 1836, N. S. Simpkins, 3; 1836, Ichabod Sherman; 1837, Ezekiel Crowell, 2; 1838, Freeman Taylor, 2; 1839, Sylvanus Crowell; 1842, Joseph Hale; 1843, J. B. Crocker; 1844, Elisha Jenkins, 2; 1846, Samuel Matthews, 2; 1848, Ezekiel Crowell, 2; 1852, Charles Baker, 2; 1854, Samuel Thacher, 2; and 1856, Zadok Crowell.

The municipal affairs of the town have ever received the attention and commanded the services of Yarmouth's most able men. The selectmen—generally chosen with reference to their devotion to the public good—have included men not perhaps otherwheres noticed in this work; hence we give a list of all, with the date of first election, and if again elected, the whole number of years of service. In 1665 the town chose Anthony Thacher, who served 2 years; Edmund Hawes, 23; James Matthews, 4; John Miller, 28; and Joseph Hawes, 2; in 1667, Edward Sturgis, 16; Yelverton Crow; and Samuel Sturgis; in 1668, Thomas Howes, 8; and John Thacher, 15; in 1676, Jeremiah Howes, 20; 1683, Joseph Howes, 5; 1684, John Hall; 1685, Silas Sears, 10; 1693, Joseph Hall, sr., 2; 1694, Josiah Thacher, 10; 1695, Thomas Folland, 4; 1697, John Hallett, 5; and Thomas Sturgis, 3; 1699, Samuel Sturgis, 29; 1701, Joseph Hall, 28; 1702, Peter Thacher, 5; 1707, Jonathan Howes, 3; John Howes, 8; and Josiah Miller, 15; 1718, Shubael

Baxter, 7; Seth Taylor; and Judah Paddock, 4; 1728, Eben Hall, 13; 1729, Peter Thacher, 4; Timothy Hallett; Jonathan Baker; 1731, Joseph Bassett, 7; 1734, John Sears, 2; 1737, Judah Thacher, 5; and Daniel Hall, 29; 1741, John Hallett, 13; 1745, John Howes, 6; 1747, Jonathan Smith; 1750, Jonathan Hallett, 8; and Joseph Thacher, 3; 1753, Isaac Chapman, 3; 1755, Eben Taylor; 1756, Prince Hawes, 11; and Lot Howes, 4; 1758, John Hedge, 3; 1760, Thomas Tobey, 14; 1767, Richard Baxter, 3; 1769, Isaac Matthews, 12; David Thacher, 13; and Samuel Howes; 1771, Seth Tobey, 10; 1772, Daniel Taylor, 4; and Edward Hall; 1776, John Hall; 1777, Seth Crowell; 1778, John Chapman, 2; and Samuel Eldridge, 3; 1781, Jeremiah Howes, 10; 1782, Isaac Hallett, 6; and Josiah Hall; 1786, Israel Nickerson, 3; and Athn. Hall; 1788, Daniel Crowell, 2; 1789, Thomas Thacher, 15; and Peter Sears; 1792, Thomas Howes, 2; 1795, Matthew Gorham, 2; 1797, Abner Taylor, 9; and Benjamin Matthews, 13; 1801, Charles Hallett, 2; 1802, Seth Baker; 1806, Joseph Hawes, 2; 1807, Elkanah Crowell, 9; 1808, John Eldridge, 8; 1810, Eben Gage, 3; 1811, Howes Taylor, 5; 1816, Prince Matthews, 10; and Seth Kelley, 2; 1818, Eben Bray, 7; and Gorham Crowell, 17; 1821, Bars. Thacher; 1822, Samuel Thacher, 27; 1825, James Matthews, 25; 1830, William Green; 1834, Ichabod Shearman, 11; 1844, Elisha Taylor, 26; 1848, Samuel Matthews, 2; 1851, Silas Baker, 3; and Thacher Taylor, 25; 1855, Eliakim Studley; 1856, Watson Thacher, 5; 1861, Zadock Crowell, 5; 1865, Braddock Matthews, 16; 1873, Daniel Wing, 2; 1875, Stephen Wing, 5; 1877, Winthrop Sears, 6; 1878, George H. Loring, 2; 1880, Edward Lewis, 10; 1883, Charles Bassett; Stephen Sears, 6; and Thacher T. Hallet, 7.

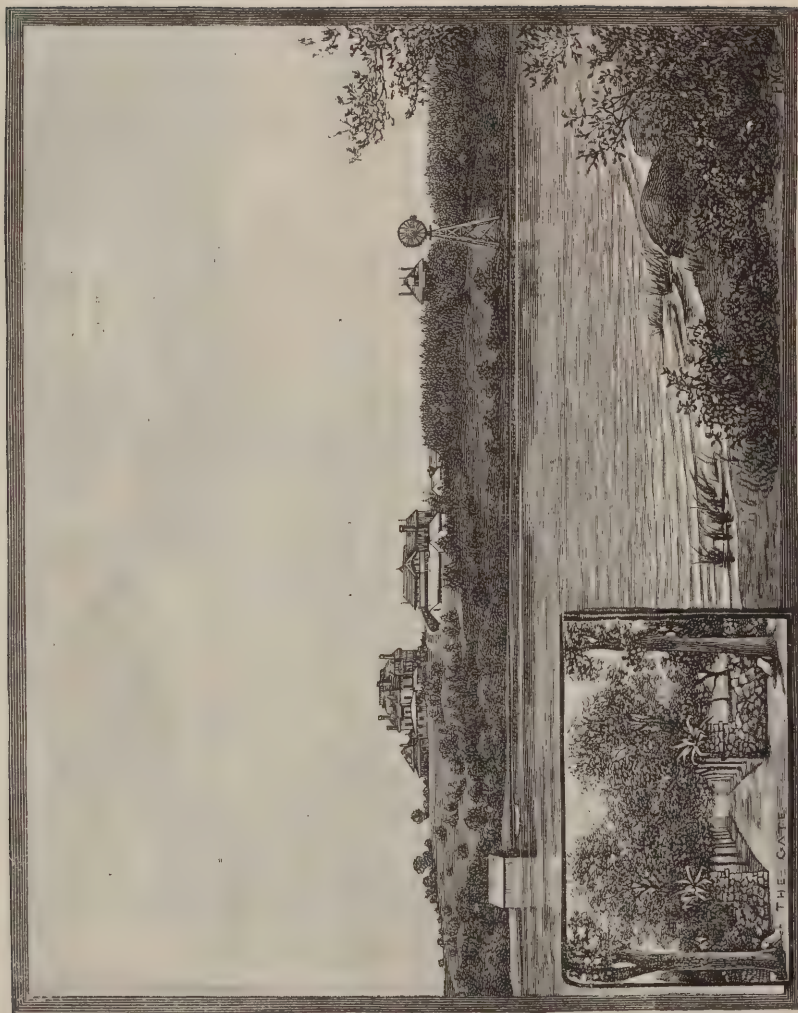
The first treasurer of the town was Anthony Thacher for twenty-eight years, succeeded in 1667 by Edward Howes for a like period. In 1695 John Howes was chosen and served three separate years; John Paddock, James Sturgis, Thomas Howes, sr., and Thomas Sturgis served a year each and in 1702, Samuel Sturgis was first chosen. His successors, with year of first election, have been: 1709, Peter Thacher; 1715, Josiah Miller; 1721, Edward Sturgis; 1729, Joseph Hawes; 1737, Judah Thacher; 1744, John Crowell; 1748, Seth Hall; 1753, Thomas Tobey; 1759, Jasper Taylor; 1765, Prince Hawes; 1768, Samuel Howes; 1771, Daniel Taylor; 1776, Seth Tobey; 1778, Josiah Thacher; 1781, Joseph Griffith; 1784, Anthony Hall; 1788, Jeremiah Howes; 1789, John Thacher; 1805, James Hedge; 1810, Elisha Doane; 1811, Oliver Alden; 1812, Isaiah Alden; 1817, Joshua Hamblin; 1829, John B. Doane; 1837, Simeon Crowell; 1841, Thacher Taylor; 1844, William P. Davis began his already remarkably long term in which he is still serving. Prior to 1695 and also since 1837, and quite generally between these two date, the town clerks have been the same as the treasurers.

VILLAGES.—The town contains four considerable villages, known by their post office designations as Yarmouth Port, Yarmouth, South Yarmouth and West Yarmouth. Besides these, a picturesque and rural community called Weir Village is situated on the north side of the town. Here for a long series of years was a mill for grinding, now for fifty years unused.

At Yarmouth Port and Yarmouth, to a great extent, the buildings and residences have been erected upon the one street which extends eastward from the Barnstable line $2\frac{1}{2}$ miles. This region, with a portion of the eastern part of Barnstable, comprises the ancient Mat-tacheese of the Indians. Although there are two post office deliveries in this territory, to all intents and purposes there is but one village, which may as well be designated the North Side of Yarmouth. The school house on the north side, in which are four graded schools; the library and the three principal churches, are all within a short distance of the geographical center of the united village. The national bank, the Mutual Fire Insurance Company's office; the Railroad station and the two printing offices, are in the westerly part of Yarmouth Port. The tendency of the population for the last twenty years has rather been in that direction.

This fluctuating and changeful tendency of population, as in other country towns, is indicated by a survey of the business of the north side of Yarmouth for the last century. One hundred years ago the village of Hockanom, where now but two or three dwellings remain, was a thriving community, in which ship-building was carried on successfully, and where there were several prosperous farmers. After that, the region known as Town Dock, was the scene of busy life, where the Boston packet and coasting vessels were wont to resort. Then the region of the port was the center of the business activity of the north side. There were, forty years ago, two wharves here, both needed for the business of the town—which were known as central wharf, and Simpkins' wharf—and from thirty to forty vessels, of from twenty-five to one hundred tons burthen, were engaged in the fishing and coasting business. Now, neither of these wharves is occupied; the buildings upon and near them have mostly gone to decay, and the vessels have all been sold or have gone the way of all old hulks.

Although not a business community to any great extent, the north side of Yarmouth is a place of residences, with many very pretty houses, neatly kept estates, and with all the public institutions which minister to the taste, intelligence and moral advancement of the people. The estate of the Simpkins family; that of Henry C. Thacher, comprising the paternal homestead, and a fine cottage in the Queen Anne style of architecture; and the residence



"SANDY SIDE,"
LATE RESIDENCE OF MRS. JOHN SIMPKINS
YARMOUTH PORT MASS.

of Mrs. Dr. Azariah Eldridge, are conspicuous among several others, hardly less attractive and elegant.

"Sandy Side," the subject of the accompanying illustration, was built by Mrs. Simpkins upon the death of her husband, John Simpkins (a son of the late Nathaniel Stone Simpkins), and was her residence until her death, and is now the summer home of her family.

There has always been a taste for forestry and arboriculture among the people. There is evidence of the existence of a tree planting society here more than seventy-five years ago, by which the streets were skirted with rows of stately looking poplars. In 1843 the town granted leave to Amos Otis, Edward Thacher and Oliver Hallet to plant trees on each side of the street at Yarmouth Port; and to them, as the committee of nearly all the citizens, we are indebted for the rows of beautiful elms which are the pride and glory of our streets. Later still, a village improvement society undertook to trim, train and supply deficiencies in the trees upon our highways, with satisfactory results, thus far.

In 1845, by actual count, there were thirty-five masters of ships or other square-rigged vessels resident between Barnstable line and White's brook. Now they may be counted on the fingers of one hand. There are some good farming lands here, the cranberry culture is successful, and summer residents, more and more, seek each year our orderly and romantic woods and groves, the shady and enticing streets, and the pleasant eminences, commanding views of the seacoast from old Plymouth to the "city in the sand,"—a region of nearly a hundred miles in extent, but so situated on a crescent that nearly all parts of the coast are in view from this central point of observation.

There are several of the ancient structures still here. The house occupied by Benjamin Lovell is about two hundred years old. It was built by Timothy, grandson of Andrew Hallet, jr., the prominent citizen two hundred years ago. The house at the corner of Hallet and Wharf streets is some 180 years old. It was built by Thomas Hallet. The house occupied by Eben A. Hallet is about the same age. The house of George T. Thacher was built by his illustrious ancestor, Anthony, for his equally distinguished son, John. The eastern wing of the house now in possession of Hannah Crowell contains the timbers of the first church in Yarmouth. When the parish built a new church they gave to the widow Sturgis the frame of the old church, which may now be seen in the building before mentioned. The frames of all these buildings are in a good state of preservation, and Mr. G. T. Thacher, in a most commendable spirit, keeps the parlor of his house in precisely the form in which it was built by his ancestor, and has been preserved by seven generations of the family.

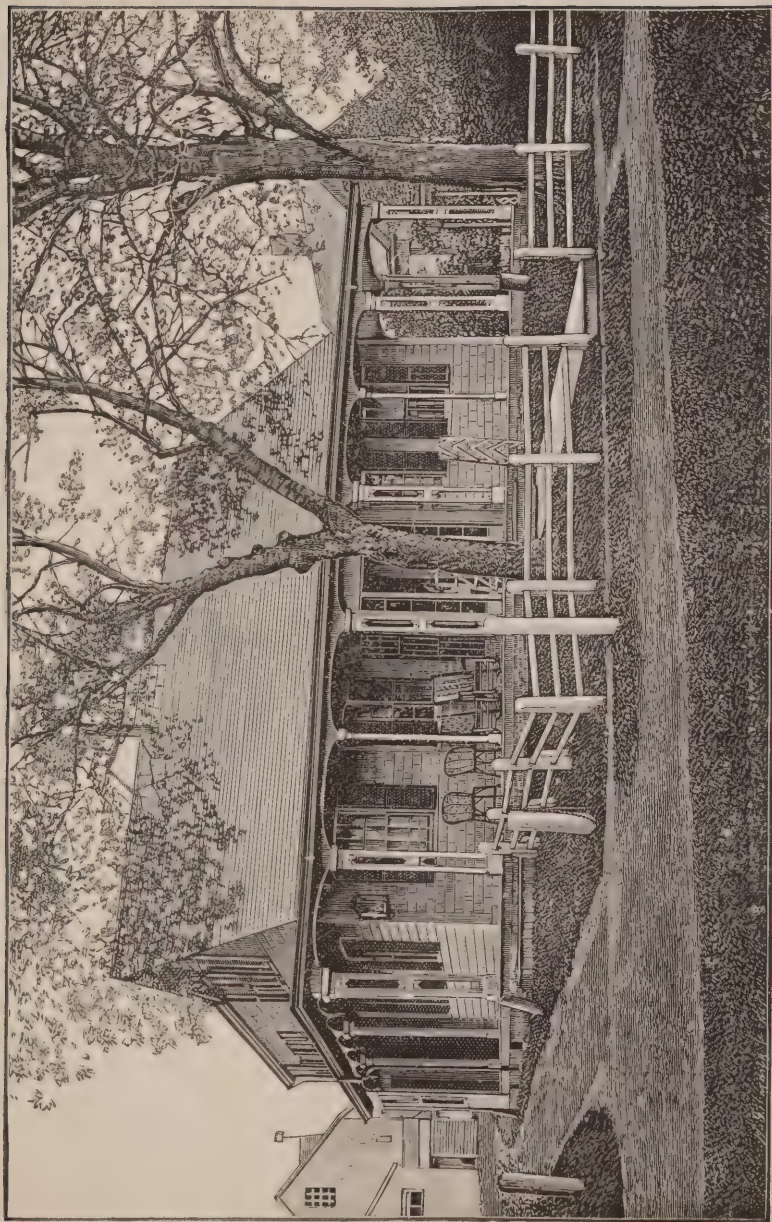
The Simpkins homestead is situated on the eastern side of the common, in Yarmouth Port. This common was a reservation of about two acres, made by the proprietors of the common lands, about 225 years ago, for the use of the inhabitants who might resort to it to manufacture brick for their dwellings, but some thirty or forty years since it was leveled, graded and improved by setting upon its borders ornamental trees. The house of Mr. Nathaniel S. Simpkins was built about seventy years ago by Captain Edmund Hawes, who was subsequently lost at sea, and the estate was afterward acquired by Mr. Simpkins, who improved and remodeled it, and planted the trees and shrubbery which adorn its grounds. Here his children were born and reared, here he passed the latter portion of his long and eventful life, and here his son, George W. Simpkins of St. Louis, the present owner of the property, passes a portion of his time.

In the early time the grist mill was an important institution. It was not then as it is now, when we can have our meal ground and sifted by patent. In one of the town meeting reports occurs the alliterative phrase, "The meeting, the mill and the market." There was early, and until within a few years, a mill at the Stony cove stream, between Barnstable and Yarmouth. The last grists were ground there some twenty years since. There is also a record of permission granted, in 1697, to set up a wind mill on the "commons," the mill not to be rated. In 1702 six pounds was granted as a gratuity to Thomas Sturgis and others, the owners of the wind mill, for repairs, they agreeing to grind for a toll of two quarts per bushel for the term of three years; but in 1704 the town released Mr. Sturgis and his associates from this agreement.

On the first of January, 1795, a post office with a weekly mail was established here, with Thomas Thacher as postmaster, the office being then in the house now owned by George T. Thacher. The government records show the appointments of postmasters here as follows: Calvin Tilden, October 1, 1806; Henry Thacher, July 1, 1808; Joshua Hamblin, April 5, 1813; Oliver Alden, May 29, 1826; Benjamin Matthews, jr., June 15, 1829; James Matthews, December 13, 1836; Charles Thacher, May 26, 1847; Frederick Dunbar, January 22, 1853.

The Yarmouth Port post office was established February 18, 1829, and Timothy Reed was appointed postmaster. Edward Thacher was commissioned February 3, 1837; Nathan Hallet, jr., July 21, 1849, and Thomas Arey, June 15, 1853.

During the last seventy-five or eighty years there have been several trading establishments of reputation here. Prior to 1817, one important business of the stores was the liquor traffic. At that time seventeen stores were in operation between White's brook and Barnstable line. In addition to the inevitable "wet goods" department,



THE HOMESTEAD.
SUMMER RESIDENCE OF GEORGE W. SIMPKINS,
YARMOUTH PORT, MASS.

they sold cloths, prints, provisions, etc. After that the number of stores decreased to the legitimate wants of the public. Henry Thacher, father of Henry C. and Thomas, kept a large—for the times—stock of staple dry goods and groceries. A part of his store is now unused. He was succeeded in business by his son Thomas, who about forty years ago transferred the business to James Knowles. At the death of Mr. Knowles, about 1880, his son A. A. Knowles succeeded to the business and still continues it. Hon. David Thacher, about the beginning of the century, carried on an extensive mercantile business in the house now occupied by James G. Hallet, Yarmouth Port. Mr. Samuel Thacher, at Yarmouth, was many years engaged in trade at his old stand, near his house. He was succeeded, some years ago, by his son, Isaac H. Thacher, who has recently removed to the old Congregational church, in Yarmouth village. Among the recent business places here is the store, established about 1831 by Foster & Crocker, where Daniel B. Crocker now keeps. Mr. Crocker continued, after Foster retired, afterward taking Sylvester Baker as partner. Daniel Crocker died in 1857, and Mrs. Crocker and Mr. Baker continued until 1865, when the whole business was assumed by his son, Daniel B. Crocker, who still carries on the store. E. Dexter Payne, after clerking ten years in the village, began his general store at one of the best sites here, in 1865, and continues a prosperous business.

The Barnstable Bank, located at Yarmouth Port, was chartered under the State laws in 1825. David Crocker, of Barnstable, was the first president, and Caleb Reed, first cashier. The original capital stock was one hundred thousand dollars. In 1864 it was changed to the First National Bank of Yarmouth, with a capital stock of \$525,000, which in 1887 was reduced to the present amount, \$350,000. President Crocker of the old bank, was succeeded, in 1843, by Isaiah Crowell, and he by Seth Crowell, in 1864. The latter was also president until the new organization, and thereafter until 1871, when David K. Akin succeeded him. In 1879 Joshua C. Howes was chosen and continues in the position. Timothy Reed succeeded Caleb Reed as cashier of the old bank, and he was succeeded by Amos Otis, who was also cashier when the new charter was obtained, serving in that capacity until his death, in 1875. William P. Davis, the present cashier, succeeded him.

There has, throughout the present century, been a small literary circle in town, giving force and direction to its intellectual growth. Dr. Calvin Tilden and others established the Union Library here in 1808. Other efforts in the same direction followed, and in 1866 a concerted attempt was made, with such success that it promises to be one of the permanent institutions of the town. The first officers were Charles F. Swift, president; Rev. Joseph B. Clark, vice-president; and

among its early directors were Isaac Myrick, jr., William P. Davis, Dr. George Shove, Rev. Nathaniel Cogswell, Frederick Dunbar, James Knowles, Solomon Taylor, David G. Eldridge, Rev. John P. Perry, and Rev. V. Lincoln. Isaac Thacher, a prominent merchant of Boston, contributed the sum of one thousand dollars, and Rev. Cogswell, Henry C. Thacher, and other prominent citizens gave money, books or building lots for the use of the society. In December, 1870, Nathan Matthews, also a native of the town, erected a handsome building, costing about six thousand dollars, and he announced that the interest on five thousand dollars would be placed at the disposal of the trustees. The association was then reorganized to meet the new conditions which existed, and something like four thousand volumes, many of them books of permanent value, have been placed upon the library shelves. In January, 1883, Mr. Isaac Thacher left, by will, five thousand dollars more, which places the institution on a safe and permanent basis. The library is governed by a self-perpetuating board of trustees, of which Rev. John W. Dodge is president. The late Amos Otis bequeathed a valuable collection of historical works, together with a safe and money to provide for their preservation. The present officers are: President, Rev. John W. Dodge; vice-president, Hon. Charles F. Swift; secretary and treasurer, William P. Davis; trustees, the foregoing, and Thomas Matthews, Henry C. Thacher, Dr. Thomas B. Pulsifer, Rev. G. I. Ward, F. C. Swift, and John Simpkins.

The Lyceum Hall Company, reorganized in 1881, was the continuance of one formed some thirty years before, its entire property being destroyed by fire in December, 1880. This company erected, on the same spot, a handsome and convenient hall, at an expense of seven thousand dollars. The present officers are; Thacher T. Hallet, R. H. Harris and D. B. Crocker, directors; William J. Davis and E. D. Payne, auditors.

A lodge of the Knights of Honor was instituted here February 3, 1879, as No. 1357. The present membership is fifty-four.

The Knights and Ladies of Honor, Lodge 298, has a membership of sixteen.

The New England Order of Protection has here a lodge—No. 43—with a membership of forty-four.

The ancient cemetery, "where the forefathers of the hamlet sleep," is still maintained, neatly enclosed, and kept in good repair by the Ancient Cemetery Association, which was organized in 1868. The officers at this time are: President, Charles F. Swift; secretary, David G. Eldridge; treasurer, Charles M. Bray; directors, the foregoing, and Watson Thacher, Isaac B. Gage, Samuel H. Thacher, Edwin Thacher, Kilburn M. Taylor, Benjamin R. Howes and Ebenezer R. Hamblin.

The Woodside Cemetery was opened, owing to the crowded condition of the older one, in 1830, the first interment being in February of that year. It has been under various control, but is now incorporated, with the following officers: President, Edward B. Hallet; secretary and treasurer, Daniel B. Crocker; trustees, H. C. Thacher, D. B. Crocker, and John Simpkins. This cemetery is well enclosed, and has a sufficient fund to keep it in good condition.

South Yarmouth is a prosperous village, situated in the southeast quarter of the town, along Bass river, directly opposite West Dennis, with which it is connected by the Lower Bass river bridge. The territory was formerly an Indian reservation, and where the wigwams of this ill-fated people once stood are now seen the prettiest cottages and busiest marts. The last wigwam remembered was in the front yard of the residence of Daniel Wing, and the squaw later resided in a building nearer the shore. The present village has been reared within the memory of its oldest citizens, although it was a fishing hamlet long before. The Indians were in the occupancy of the lands in 1778, and the town that year ordered that their lands "be sold or hired out" to reimburse the town treasury for the expenses of the small-pox epidemic, which had greatly decreased their already small number.

The first salt works built in South Yarmouth were located between the county road and Bass river, nearly opposite the present site of Standish Hall, upon land sold by John Kelley to Isaiah Crowell, Seth Kelley and Zeno Kelley, for that purpose in 1811. Subsequently, Abiel Akin, Russell Davis, Stephen Smith, Robert Wing, David K. Akin, George Wing, Daniel Wing, Lewis Crowell and Abraham Sherman conducted the industry quite extensively and with a good degree of success. These works have been kept repaired and in use until the past few years; the long rows of covered vats, still visible in the west part of the village, as shown at page 143, are still venerable in their decay. Robert Wing was an extensive manufacturer, whose works are now extant at Lower Village, and owned by David Kelley. David Smith built his on Bass river above the bridge, and Edward Gifford's were still to the north. Prince Gifford erected works northwest of the present main street, on land now belonging to his heirs. In fact this part of the town contained more feet of works than any other; and the residences of Stephen Wing and others along the southerly side of the street are built where stood these vast plants. The more recent manufacturers were Hatsel Crosby, Isaiah Crocker, Asa Covil, Barnabas Sears, Loren Baker, Francis Wood and Howes Berry.

The estate of the Sears family was situated in the western part of the present village. The homestead in which the late Barnabas Sears lived and died, now occupied by his only daughter, is shown in the

accompanying illustration. Here were born his children, of whom further mention follows. In the hearts of his posterity, that love of homestead and birthplace which is ever the characteristic of the New Englander, has been well shown in these lines by Stephen Sears, whose home adjoins the old manse.

Our house, the dearest of its kind,
We'll always call it home,
I'm sure no better we shall find
Wherever we may roam.

What if no paper on the walls,
Nor carpet on the floor?
What if no brilliant lighted halls,
No knocker on the door?

We'd softest beds whereon to rest
And clothing without spare,
And then to make our lot more blest
We had a mother's care.

Our father, faithful in his sphere,
Did full supplies provide,
Our constant mother, ever near,
No matter what betide.

Our rooms were known as east and west,
With kitchen in the rear,
And closets, to each room annexed,
Supplied with relics dear.

In silver vessels, not a few,
Of cup and spoon and pan,
With shining tankard bearing, too,
Medallion of Queen Anne.

Then there was narrow porch, and long,
With old brick oven too,
Whence mother, armed with patience strong,
Our early dinner drew.

The milkroom I can ne'er forget,
With all its bright array;
I see the polished pewter yet,
As in my youthful day.

Three chambers too, with well-filled beds
By skillful hands laid high,
Where we could rest our childish heads—
No harmful danger nigh.

The chamber square, with bed of down,
For visitor was used,
Lest we incur parental frown,
To enter, we refused.

The quaint old clock of ancient frame,
With solemn sounding bell,
More than a century's hours hath told;
And days and months as well.



F. M. G.

SEARS HOMESTEAD.

RESIDENCE OF BARNABAS SEARS,
South Yarmouth, Mass.

Our home instruction, not severe,
We quite well understood,
Whether or not we willed to hear,
'Twas measured for our good.

Our father kind but firmly stood,
Our mother knew no change,
In just requirement for our good,
Yet broad our playful range.

Both aided in our boyish sports,
They seemed with us as one,
Yet in our plays of varied sorts,
For us they meant the fun.

We'll ne'er forget the leathered ball,
By mother's hand prepared,
Nor skates that aided in our fall,
Our willing father shared.

The outside objects still appear,
As in our youth they stood,
The wooded belt just on the rear
In front the well worn road.

The farming lot on either hand,
We worked as parent willed;
The soil, not rich, but fertile sand,
Quite easily was tilled.

The log-pile that in winter stood,
In form of truncate cone,
For leisure hour to change to wood,
Should leisure chance to come.

The garden too, Our mother's care,
By picket fence surround;
At her command no pains we spare,
To break and dress the ground.

The time-worn barn of ancient frame,
With winter store of hay,
The row of cattle known by name,
And fowls with noisy lay.

The crib well rounded in the fall,
With generous ears of corn,
Appears, as childhood we recall,
Like plenty's fertile horn.

The cherry trees with summer shade,
Of strong and sturdy bough,
With wavy foliage heavy laid,
Like curls on Gorgan's brow.

Those days now mingled with the past,
We cherish still, most dear;
While faithful memory holds them fast,
And youthful scenes bring near.

Of home, the once united head
Has reached a holier clime;
For loved ones, too, so long since dead,
We wait the Father's time.

I would restrain my truant mind,
From wandering out of reach,
For if no olive branch it find,
'Twill gloomy lessons teach.

Some small craft were built on the shores of this village, but tradition gives none of note. Various industries, established during the growth of the village, have been discontinued at the expiration of their charters, or pecuniary advantages. Oil-cloth works were established in 1848, in the old rope walk which had been operated by the Kelleys years before. A stock company composed of David K. Akin, Isaiah Crowell, David Kelley and others, operated the oil-cloth factory three years. Stephen Wing was designer and stamp-cutter here, and went to Fall River with the works, where they were consumed by fire in 1853.

Elisha Jenkins in 1829, started a boot and shoe store and manufactory on the site now occupied by Elisha T. Baker, who purchased the store after Mr. Jenkins' death in 1881. Mr. Baker enlarged and remodeled the building and, in 1836, purchased the stock of Elisha Parker, consolidating this branch of business into one store, which he continues. Mr. Parker started his store in the western part of the village in 1836. The growth of the village near the river induced him, in 1860, to move the building and business next to his residence, where he continued until the stock was transferred to Mr. Baker. When Mr. Parker started his store he also purchased the wool of the surrounding country, and had cloth and yarn made from it at East Falmouth; this he, assisted by his son, sold throughout the county.

Russel D. Farris, in 1839, established the manufacture of harness, which he continued successfully for eighteen years, when he sold his stock and trade to Barnabas Easton. In 1857, on the same site, he opened a hardware store and in 1874 added groceries, crockery and paper hangings, still continuing a large store where he commenced fifty years ago.

In 1854 John K. and Barnabas Sears built a steam planing mill on the north side of the street, where they resided. They added machinery for grinding, all of which was a convenience to a large community. This was continued until 1865, when the importation of dressed lumber, instead of the rough stock, rendered the business unprofitable, and four years later the building was removed to Hyannis.

In 1860, and for many years, a trade of at least fifty thousand dollars a year was sustained with New York city in grain and flour, by Hiram Loring, of West Dennis. The firm was H. Loring & Co., and

their store-house was on the Yarmouth bank of Bass river, where Loring Fuller & Co. continue the same business, supplying, by a line of schooners, coal, flour and grain to the public. Purrington & Small succeeded Loring & Wing in December, 1889, in a store on Bridge street. In that business Daniel Wing had been a partner with Mr. Loring for only a few months, but had been there many years with Stephen Wing, as Wing Brothers. The business was established there still earlier by Stephen Wing, who, with Peleg P. Akin, had been engaged across the street.

David D. Kelley, also one of the principal merchants, opened his store, corner of Main and Bridge streets, September 24, 1867, and his term of twenty-two years entitles him to a place on the list of old merchants.

M. H. Crowell's carriage making and undertaking establishment, near the savings bank, on Bridge street; R. K. Farris' and D. S. Taylor's stores, and Zenas P. Howes', are also here. The manufacture of magnesia has also been discontinued for two years, Wing Brothers being the last engaged in it. F. Fearing established the trade here, in 1855. The decline in salt manufacture marked the bounds of the magnesia business here.

The social societies are numerous in South Yarmouth, the eldest of which is the Royal Arcanum, No. 250, Cape Cod Council, organized February 11, 1869, with twenty-nine charter members. Since its organization this society has paid eleven death benefits, aggregating \$31,500, and sick benefits amounting to eight hundred dollars. The membership in 1889 was ninety-eight.

Howard Lodge, A. F. & A. M., has a fine hall over Standish Opera House. The charter empowering this Lodge to work, bears date December 14, 1870. The masters have been: Stephen Sears, 1870; William J. Nickerson, 1875; Bernard L. Baker, 1878; Selick H. Matthews, 1882; Elisha T. Baker, 1884; Stephen Sears, 1887; Dr. C. H. Call, in 1889. Zenas P. Howes has acted as secretary since 1874. Victory Lodge of Good Templars was organized November 22, 1887. The opera house referred to has a good stage, with suitable scenery. The rooms above accommodate the social societies. Stephen Sears and Sturgis Crowell purchased, in 1886, the building formerly owned by a stock company and used for a public hall; this they raised, repaired and added to, forming the present spacious building.

The South Yarmouth Social Library, of fifteen hundred volumes, was inaugurated a few years since by a fair, to which a liberal support was given for this purpose. Then shares of five dollars each were taken, placing the library on a permanent foundation. Officers for 1889 were: Stephen Wing, president; Emily S. Gifford, secretary; and William R. Farris, treasurer.

Some important financial schemes have been successfully sustained in this vicinity, some of the officers of the companies being residents of Dennis. One is the Bass River Marine Insurance Company, a mutual, organized in 1878, and was the outcome of a former society. The company did business nine years, paid several losses promptly, and were solvent to the extent of a million dollars. In 1887 the state laws required an incorporation not consistent to the minds of the shareholders, and the affairs of the company were closed, paying \$525 to each of the twenty-five shares.

The Bass River Savings Bank, another important business undertaking, still flourishes. It was organized in 1874 under the laws of the state, David Kelley was the first president until March, 1888, when Hiram Loring was appointed. With him, the officers are Obed Baker, 3d, and Russel D. Farris, vice presidents; David D. Kelley, treasurer; and Hiram D. Loring, secretary. It does business in a suitable building at South Yarmouth. It has six hundred thousand dollars in deposits, and is a sound and prosperous institution. A new enterprise by a stock company was established here in 1886, called the American Metallic Fabric Company, weaving wire cloth. It is said to have the only power loom for this business in the world.

The first post office here was established December 17, 1821, with Thomas Akin, jr., postmaster, who was succeeded February 25, 1842, by David K. Akin, in his store. May 26, 1853, by a change of administration, John Larkin, democrat, in the same store, was appointed, and he in turn was succeeded by Peleg P. Akin until 1889, when Bernard L. Baker was appointed.

West Yarmouth, in the southwest part of the town, assumes the title of a village. There is a beauty to its long Main street of cozy residences, and its avenues extending to the sound. Salt was manufactured as early as 1829 on the shore of Lewis bay and along the sound, by Gorham Crowell, Ezekiel Crowell and others. Prince Gage erected works about that time or prior. One church, two stores and a post office form the principal centers of to-day. Of the old stores, Elisha Taylor continued one many years after its establishment by his father, near the bridge. Sylvanus Crowell built and opened, in 1845, a store which he, with his son, Freeman H., as partner, continued until 1856, when the son was sole proprietor up to 1875. In 1863 Osborn Chase built and opened a store here; this in 1867 was sold to Isaiah Crowell. In 1866 Jabez Perry opened another store, which he discontinued in 1883. In 1867 Theodore Drew planted oysters in Mill creek, under a grant from the town, and in 1870 he secured a renewal for twenty years. In 1871 he sold his franchises to Frank Thacher, who with others carried on the business at Hyannis until 1883, when the culture proved no longer profitable.

Not until about 1827—after the stages run from Sandwich to Yarmouth—was a post office established, then Captain Elnathan Lewis kept the office in his house. Sylvanus Crowell succeeded him, with the office in his store, and he was succeeded by Freeman H. Crowell in the same place. In 1870 Captain Higgins Crowell was appointed, and in 1872 Isaiah Crowell. In 1877 Myron Peak was made postmaster and erected a small building for an office; but in 1880 Julius Crowell succeeded him and removed it to his store. In the spring of 1889 Edward F. Pierce was appointed, and keeps the office at his residence. From a weekly the first years, the office has now a daily mail from Hyannis. The street leading to Point Gammon is called South Sea avenue.

The social and religious relations of this community are of the most elevating character. During the pastorate of Rev. Daniel H. Babcock, October, 1840, the Women's Benevolent Society was organized in connection with the religious society of the village, and much good has resulted. The Library Association here was formed in April, 1863, by the young people. The first books were purchased in April, 1864, and now the library numbers nearly six hundred volumes. The last officers chosen were: Abbie B. Crowell, pres.; Mrs. Isaiah Crowell, vice-pres.; Mrs. William J. Nickerson, sec.; and Mrs. Delia Baker, librarian and treasurer.

The Cemetery here is distinctive from the ordinary grounds of the town, because of an organized effort to beautify and preserve this ancient burial place. After a small donation from the town toward a suitable fence, Captain Sturgis Crowell headed a subscription with one hundred dollars, and soon had the sum of seventeen hundred dollars for this and other improvements. The granite fence was finished in July, 1884. Elkanah Crowell, jr., donated the two gates, besides his subscription.

Yarmouth Farms is the name given to the community at and around the depot at South Yarmouth. A post office was established there a few years ago under the name of East Yarmouth, and the railroad agents have successively been the postmasters. The name was only recently changed. The postmasters have been: N. B. Burgess, W. F. Kenney, Arthur Underwood and W. B. Snow.

BIOGRAPHICAL SKETCHES.

Joseph Allen, only son of Joseph and Ruth Allen, was born in 1846. He has been captain of the light ship *Pollock Rip* since 1881. He was married in 1872, to Mary H. Crowell. They have six children: M. Maude, Joseph E., Albert F., William D., Orra I., and Peyson E.

Allen B. Baker, born in 1832, is a son of Hersey, and a grandson of Washington Baker. His mother was Mercy, daughter of Daniel Homer. Mr. Baker was a sea captain until 1874, and since that time he has kept a livery and boarding stable at South Yarmouth. He was married February 12, 1855, to Betsey A., daughter of Amos and Nancy (Gorham) Farris. They have one daughter, Fanny A.

Bernard L. Baker, born in 1839, is a son of Hiram and grandson of Jonathan Baker. His mother was Keziah, daughter of Benjamin Parker. Mr. Baker followed the sea for some years, after which he drove an express wagon to the South Yarmouth depot for ten years. Since October, 1887, he has been postmaster at South Yarmouth. He was three years on the school committee, as a democrat. He was married in 1871, to Tamsen F., daughter of Prince Gifford. They have two children: Katie F. and Henry C. Mr. Baker is a member of Howard Lodge, A. F. & A. M.

Elisha T. Baker, born in 1848, is a son of Orlando, grandson of Laban and great-grandson of Abram Baker. He has been a contractor and builder for twenty years, and since 1881, he has owned a shoe store at South Yarmouth. He was married in 1872 to Phebe G., daughter of Frederick White. They have one daughter, Annie W.

Joseph Bassett is one of six surviving children of Henry and Abigail R. (Crocker) Bassett. He is engaged in the poultry business. He was in the late war eleven months in Company A., Forty-seventh Massachusetts Volunteers, and again two years in the Thirteenth New York Marine Artillery. He was married first to Huldah E. Pierce. She died, and he married Mrs. Ella P. Matthews, widow of Frederick Matthews, who died in 1885, aged eighty years. Mr. Matthews was engaged during his life in agricultural pursuits and salt making, and was one of the first to introduce forest planting on the Cape. He left one daughter, Mary Matthews.

Albert Berry was born in 1833. He is the eldest and only surviving son of Howes and Caroline (Bassett) Berry, and grandson of Isaac Berry. Mr. Berry is a contractor and builder. He was married in 1854 to Lucy A., daughter of Edward Sears. Their children are: Lucy E., Carrie H., Daisy F., and Minnie H. Mr. Berry is a member of Fraternal Lodge and Oriental Chapter, A. F. & A. M. His only brother, Theophilus B., was killed in Oregon, in 1882.

Charles M. Bray, son of Eben and Rebecca (Matthews) Bray, and grandson of Edmund Bray, was born in 1832. He followed the sea several years as a master mariner prior to 1868. Since that time he has dealt in lumber and builders' supplies at Yarmouth. He was married to Kate D. Baker, and they have five children: Charles D., Robert, Carrie D., James G., and Sarah E. They lost one child. Mr. Bray has been deputy sheriff thirteen years.

Alexander B. Chase was born in 1848. He is a son of Rev. Enoch E. Chase, who was ordained as a Baptist preacher in 1832, and died in 1886, aged eighty-two years. He left two children: Rebecca B. and Alexander B., who occupies the homestead where Enoch E.'s father, Anthony Chase, lived. Mr. Chase is a contractor and builder. In early life he followed the sea. He was married in 1873 to Lucy H., daughter of David Bearse. They have two children: George H. and Nellie S. Mr. Chase is a member of the First Baptist church of Hyannis.

Theophilus Chase, born in 1831, is a son of Sylvester and Sarah (Kelley) Chase, grandson of James and Mercy Chase, and great-grandson of Job Chase. Mr. Chase followed the sea from 1840 to 1887, and was master thirty years. He was married in 1856 to Sarah K., daughter of Freeman Crowell. They have three children: Lafayette K., Hattie C., and Herbert C. Mr. Chase is a member of Howard Lodge.

John T. Cobb was born in 1858, in the state of Vermont. He came to the town of Yarmouth in 1883, where he has had charge of his brother-in-law's farm since that time.

Daniel Cole, son of Daniel and Mercy (Higgins) Cole, and grandson of Elisha Cole, was born in 1835. He is a carpenter and builder, having followed that business for thirty-five years. He married Eunice M., daughter of Isaac Smalley. They have had two children, both of whom are deceased.

Charles B. Cory bought in 1882 of S. R. Payson, Great island, comprising about six hundred acres, at the extreme southwest corner of the town of Yarmouth, where he now has a rare game preserve. Among his birds we find the golden, silver, copper and English pheasant, and others. He has a part of the island which is thickly wooded (about 120 acres), enclosed with a suitable fence, and in 1883 he placed in this enclosure about forty deer, which have increased until he has one of the finest deer preserves in this country. The island is well supplied with fresh water lakes, which are stocked with bass, pickerel and perch.

Daniel B. Crocker was born in 1844. He is the youngest son of Daniel and Lucinda D. Crocker, grandson of Joseph and great-grandson of Daniel Crocker. Mr. Crocker is a merchant at Yarmouth Port, and is largely engaged in cranberry culture. He married Mary R. Knowles, and they have two sons: Fred R. and Ralph D. Mr. Crocker has two sisters: Joanna B. (Mrs. Otis White) and Susan.

Hatsel Crosby, born in 1807, is the only surviving child of Abijah and Desire Crosby, and grandson of Elisha Crosby. He was a shoemaker in Brewster for fifteen years, prior to 1848, when he came to South Yarmouth, where he was engaged in salt making until 1883. He was married in 1836 to Jerusha S. Homer, who died in 1854, leav-

ing five children: Susie, Abbie, Hattie E., Herbert F., and Nellie P., who died November 2, 1864. Mr. Crosby was married in 1856 to Elizabeth S. Bangs, who died the same year. He was married in 1858 to Hannah, daughter of Jabez Nye. They have two sons: Benjamin B. and Chester L.

Elbridge Crowell, born in 1822, is the youngest son of Timothy and Polly (Taylor) Crowell, and grandson of Abner and Sarah Crowell. He is one of eight children, of whom three are living. From 1831 to 1884 he followed the sea, then was appointed port warden at Boston, which office he still holds. He was married in 1849 to Susan, daughter of Hersey Baker. Their two children are: Fred A. and Hattie M. (Mrs. Charles B. Whelden). Mr. Crowell is a member of the Boston Marine Society, and a member of the Masonic order.

Isaiah Crowell, born in 1832, is descended from Elkanah⁶, Elkanah⁵, Simeon⁴, Ephraim³, John², Yelverton Crowell¹. Yelverton Crowell died in West Yarmouth in 1683. He had five children. The farm on which he settled in 1640 is still in the Crowell family. Mr. Crowell has kept a general store at West Yarmouth since 1867, the store having been built three years previous by Osborn Chase. Mr. Crowell followed the sea in early life. He was married in 1857 to Mercy, daughter of Zadock Crowell, who was a son of Timothy and grandson of Jeremiah Crowell. They have three children: Joshua F., Thomas S., and Isaiah W. Mr. Crowell was eleven years a member of the school committee, and has been clerk of the West Yarmouth Congregational parish for twenty years.

Manton H. Crowell, son of Gideon and Ruth (Taylor) Crowell and grandson of Gideon Crowell, was born in 1852, and is a painter by trade. Since 1872 he has carried on a wagon and paint shop at South Yarmouth. He was married in 1873 to Christina, daughter of Allen B. Crowell. They have two daughters: Grace E. and Ethel W. Mr. Crowell is a member of the South Yarmouth Methodist Episcopal church.

Nelson Crowell, son of Jabez Crowell, was born in 1822 and died in 1876. He was a seafaring man. He was married in 1848 to Mary P., daughter of Judah and Polly (Parker) Crowell and granddaughter of Judah Crowell. They had three children: Mary N., Lester E. and Albert A. Mr. Crowell was a member of Howard Lodge, A. F. & A. M.

REV. SIMEON CROWELL, born in May, 1778, the son of Abner and Ruth (Nickerson) Crowell, departed this life in August, 1848. Abner Crowell, the father, died on board a prison ship in Newport harbor three months before the birth of Simeon, leaving his family destitute. The pressing needs of the family and his tender regard for his mother induced the subject of this sketch to early brave the hardships of a sailor's life. He rose rapidly to the position of master and by the



Simon Crowell

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application of his characteristic energy, made success his reward. At the age of thirty-six he left the sea to engage in the manufacture of salt, which he continued until his death.

After leaving the sea he was impressed with a sense of duty in the direction of special Christian work, and yielding to this impression, he entered the ministry, being ordained at his own house. The Baptist church received his life-long labors. He married Charlotte Clark of Harwich (now Brewster), an estimable lady, whose efficient assistance, especially in his pastoral work, can never be measured. They reared four children: Charlotte, born June, 1803, died March, 1877; Mary, born February, 1806, died December, 1886; Simeon, born January, 1808, died September, 1849; and Ruth H., who was born January, 1810, died October, 1851. Of these children, Charlotte and Mary lived and died unmarried. Simeon, in May, 1841, married Desire Crosby of Brewster, and died without issue. Ruth H. married Barnabas Sears, jr., and of their four children three died in infancy; Simeon, the youngest, died at sixteen in the manner mentioned in the biography of his father.

Rev. Simeon Crowell has left the record of a faithful citizen in all public and private acts. He won the confidence and respect of the entire community, and was many times called to serve his town in responsible positions. As a minister and teacher he was untiring in his devotion to his Master, declaring the counsels of truth whenever occasion presented, and sowing that gospel seed which has brought forth an hundred fold.

Sturgis Crowell, son of Elkanah, was born in 1822, and followed sea from 1832 to 1874, being master thirteen years. He was married in 1858 to Emily, daughter of Elisha and Polly Baker. She died in 1859. He married again in 1874, to Susan J., daughter of Freeman and Patience Baker. They have two daughters: Alice Maude, and Annie S. By his first wife he had one son, Elisha B. S., who died February, 1872, aged thirteen years.

William P. Davis, son of James Davis, was born in 1816, in New Bedford, and came to Yarmouth at the age of four years. He was engaged in salt making until 1858, when he entered the Yarmouth National Bank as assistant cashier. He became cashier in 1875, at the death of Amos Otis. He has filled the office of town clerk since February, 1844. He married Hetty K. Crowell. They have four children: William J., who has been in the bank with his father since 1866; Abbie A., Hannah H. and Lucy W.

Edward S. Ellis, son of George W. E. and Sarah P. (Story) Ellis, was born in 1856, at Bournedale. He has been station agent for the Old Colony Railroad Company since 1882—two years at Bournedale, and since then at Yarmouth. He spent five years in California prior

to 1882. He is married to Louisa P. Blackwell, and has two sons; George E. S. and Elisha B. P.

James Ellis, born in 1828, is a son of Philip and Dorcas (Robinson) Ellis, and grandson of Philip Ellis. He is a farmer, and since 1889 has kept a livery stable at Hyannis. He was married in 1842, to Mary R., daughter of Job Cash. They have two children living: Helen M. and Judith A. They lost three.

Russell D. Farris, born September 11, 1818, is the oldest son of Reuben K., and a grandson of Samuel Farris. He is a harness maker by trade, but has been a merchant at South Yarmouth for forty-five years. He was married in 1842 to Mercy F. Easton. His second wife was Eliza Kelley. She died leaving one son, William R., who was married in 1885 to Lillian S. Baker. Their only son is Russell D., 2d. Mr. Farris married Mrs. Augusta Copeland, for his third wife, in 1877.

Loring Fuller, born in 1831, is one of nine sons of William and Eliza (Chase) Fuller, and a grandson of William Fuller. He has been a seafaring man since he was ten years old. Since 1866, he has run a packet from South Yarmouth, in connection with the grain and coal store of Loring Fuller & Co. He was married in 1853 to Mary C. Ryder. They have three children: Joseph W., who married Clara E. Hurst in 1876; Lizzie B., Mrs. C. F. Purrington, and Mernie L.

Benjamin T. Gorham, born in 1862, is the only son of Benjamin and Clara (Matthews) Gorham, grandson of Hezekiah, and great-grandson of John Gorham. Mr. Gorham was for six years clerk in the store of A. A. Knowles. In October, 1888, he opened a boot and shoe store at Yarmouth Port, where his father does repairing, having worked at the trade since 1837.

Fred. Hallett is the eldest of four sons of Manchester and a grandson of Nathan Hallett. He learned the printers' trade in the office of the *Cape Cod Item*, where he was foreman for six years. Since January, 1889, he has run a job printing office of his own at Yarmouth Port. He married Grace E. Ryder.

Barnabas C. Howes, born in 1839, is a son of Cyrus, and grandson of Alexandar, and great-grandson of Jonathan Howes. His mother was Hannah H., daughter of Nathan Crowell. Mr. Howes followed the sea from the age of fifteen years until 1887, as master the last twenty-one years. He was married in 1869 to Rebecca, daughter of Orlando Wood. Their children are: Margaret, Willis and Cyrus P. Mr. Howes is a member of the Boston Marine Society.

Benjamin R. Howes was born in Dennis in 1831, and is a son of Charles and Nancy Howes, both natives of Dennis. Mr. Howes has carried on a coat factory at Yarmouth since 1866. He was married to Louisa, daughter of Joshua Eldridge, of Yarmouth. They have two

children: Charles R., who is with his father in the coat factory, married to Mary E. Edwards, of Dennis; and Mary J., now Mrs. John Thacher. Mr. Howes is a member of Fraternal Lodge of Masons.

Millard F. Jones is a son of Luther Jones, M. D., who was a native of Acton, Mass., and practiced medicine in Yarmouth for several years prior to his death, which occurred in California, in 1862, aged forty-five years. Mr. Jones' mother was Susannah, daughter of Jonathan Kelley. She died, leaving three children: Millard F., Elizabeth K., and Robena. Mr. Jones and his two sisters occupy the house which was built in 1832, by Jonathan Kelley.

David Dudley Kelley, son of David and Phebe (Dudley) Kelley, was born in 1846. Since 1867 he has been a dry goods merchant at South Yarmouth. He was one of the first trustees of the Bass River Saving Bank, and has been its treasurer since 1877. He was married in 1869, to Mary E., daughter of Winthrop Sears. He built a nice residence in South Yarmouth in 1874.

Seth Kelley, born in 1838, is the oldest son of David Kelley^a, who descended from Seth^a, David^a, Seth^a, Jeremia^a, David O. Kily¹, who took the oath of fidelity to the colony in 1657. Mr. Kelley's mother was Phebe Dudley. He is a machinist by trade and is now engaged with the American Metallic Fabric Company at South Yarmouth. He carried on an ice business at South Yarmouth about twenty-five years. He was married in 1865 to Harriet, daughter of Orlando Baker. They have two sons: David, and Ralph D. Mr. Kelley is a member of the Society of Friends.

Edward Lewis, born in 1817, is one of nine children of Elnathan, and grandson of Benjamin Lewis. His mother was Lavina, daughter of Zachariah Howes. Mr. Lewis followed the sea from 1833 to 1874, as master after 1838. He was married in 1845 to Lucretia, daughter of Ezekiel Crowell. She died in 1886, leaving three children: Martha (Mrs. Levi Snow), Lavina (Mrs. Julius Crowell), and Joseph. Mr. Lewis has been selectman in Yarmouth for eight years, and he has been two years on the school committee. He is a member of the West Yarmouth Congregational church.

George H. Loring, son of John, grandson of David and great grandson of David Loring, was born in 1834. He began going to sea at the age of eleven, continuing until he was forty years old. He was master mariner nineteen years. He was selectman two years (1877 and 1878), and represented his district in the legislature in 1886 and 1887. He was married in 1855 to Alvira, daughter of Laban Baker. Their only surviving child is George E. They lost three children: Elmer E., Lizzie T., and Nellie Y. Mr. Loring is a member of Howard Lodge, A. F. & A. M., and a member of South Yarmouth Methodist Episcopal church.

William D. Loring, son of John and grandson of David Loring, was born in 1823. He was a master mariner twenty-five years, and since 1872 he has kept a grain store at Yarmouth. He married Mary P., daughter of Otis and Sarah (Hallett) Crowell. They had one adopted daughter, Addie W., who died.

Richard Wallace Marston, born in 1861, is a son of Richard and Sophia L. (Grush) Marston, and grandson of John and Temperance (Matthews) Marston. Mr. Marston graduated from Bridgewater Normal school in 1884. Since that time he has been engaged in teaching, and is now teaching his third year in the Yarmouth grammar school.

Braddock Matthews was born in 1812, and is the oldest son of Ezekiel, grandson of Ezekiel, and great-grandson of David and Anna (Crowell) Matthews. His mother was Bethia, daughter of Eleazer Crowell. Mr. Matthews went to sea from 1824 to 1838, at which time he went into a store at South Yarmouth with David Matthews and continued until 1865. He has been selectman in Yarmouth sixteen years. He was married in 1837 to Zipporah, daughter of Timothy Crowell. They have one daughter living and have lost three.

DAVID MATTHEWS, deceased, was the representative of two old families of the Cape, one the family name which he bore, and the other the Hallett name. The Matthews family were often mentioned in the civil and military affairs of Old Yarmouth prior to 1700. Ezekiel Matthews married Lydia Hallett and in his lifetime was active in the affairs of the town, departing this life July 17, 1849, at South Yarmouth. His wife died January 25, 1852. They reared eleven children, of whom David, the eighth, was born October 20, 1801. The common schools of that day afforded the only accessible means of an education, of which he availed himself and started out upon the journey of life. He was married April 12, 1835, to Emeline Hallett, who died August 21, 1849. Their children were: Hebron V., born November 3, 1835; Albert, December 29, 1836; Elnathan, June 2, 1838; Gideon, January 17, 1840; and Mary H., June 17, 1842. Of these, Gideon died in infancy and Albert died August 4, 1877, on board the bark *Norway*, of which he was master, in Lat. 38° 28', Long. 27° 37'. He had been talking with his wife, and as he turned to go on deck, fell; she heard a long, heavy breath, and he was dead. August 5th his remains were committed to the deep, leaving his stricken wife to continue the voyage of life alone. He was twice married: first, November 7, 1870, to Mary H. Lewis of West Yarmouth; and second, on January 18, 1877, to Clara Gilkey of Watertown, Mass., who still survives. He was an active, enterprising master, respected for his integrity and beloved for his thoughtful kindness in contributing to the happiness of others as a husband, brother and friend.



David Matthews

The three surviving children of David Matthews are residing at South Yarmouth. Hebron V. was married January 27, 1861, to Adeline F. Baker of South Dennis; his life for many years was on the sea, until 1888, when he opened a grocery store at Lower Village, South Yarmouth. Elnathan, unmarried, resides at the homestead near his brother; he learned the tailor trade, but never made it a business. Mary H., a milliner, June 26, 1864, married Frederick A. Baker, who keeps a livery at South Yarmouth. They have one daughter, Emeline G., born January 29, 1865, and resides with her parents. David Matthews, after the death of the mother of these children, was married November 17, 1850, to Laura A. Hallett, a sister of the first wife, who survived him several years, departing this life January 15, 1888. After a long life of usefulness Mr. Matthews died April 10, 1884.

His life of over four-score years was fraught with the cares of military, civil and business duties which were incidental to the growth of the village. The salt works in his younger days, a grocery and fitting-out store on the shore for nearly half a century, and interests in the coasting and fishing trade, coupled with his social and civil relations, rendered his a busy life. His retiring nature led to the declination of proffered political preferment. Until the last few years of his life he was constantly engaged in some useful employment in which he was always considerate of the welfare of others. At his death the *Yarmouth Register* said: "David Matthews was a useful citizen, possessing a large heart full of kindness and sympathy for the poor and suffering. He was interested in the cause of religion and assisted greatly in sustaining the gospel. He was a peacemaker, delighting in promoting the best good of others in an unobtrusive manner. He had a kind word for children, and several would be with him when he was able to go out. His removal was a loss to the community where he was so useful. 'Blessed are the peacemakers for they shall be called the children of God.'"

Seleck H. Matthews was born in 1819, and died in 1886. He was a son of Freeman, and a grandson of Ezekiel Matthews. Mr. Matthews was a master mariner, and for some years prior to his death he was superintendent of a steamship. He was first married to Rebecca Crowell, who died leaving one daughter, Rebecca H., and one son, Seleck H. In 1848 he married Lucy J., daughter of Apollos Pratt, M. D., who died in Yarmouth in 1860, aged eighty-three years. Mr. Matthews was a member of Howard Lodge, A. F. & A. M., and a steward of the South Yarmouth Methodist Episcopal church.

Isaac Myrick, son of Isaac and Temperance Myrick, was born in Brewster in 1792. He followed the sea in early life, running a packet from New York to Savannah for several years, after which he engaged in business in New York for a time, then was a merchant in Yarmouth

until he retired from active life. He married Lucy, daughter of Eben Sears, and had seven children, four of whom are living: Mary J., Lucy (Mrs. Oliver Crocker), Isaac, and Clara W., now the widow of Captain Winthrop Sears.

Rodman R. Nickerson, born in 1835, is a son of Crowell and Mary Nickerson, and grandson of Sylvanus Nickerson. He has been a mariner since sixteen years of age, with the exception of nine winters, when he was engaged in teaching school. He was married in 1861 to Permelia E., daughter of William and Azubah (Baker) White. They have had two sons, who died.

Sylvanus Nickerson, a son of Henry and Lucy (Shiverick) Nickerson, was born in 1832, and has been a master mariner since he was twenty-one years of age. He was in the naval service four years during the war of the rebellion. He was married in 1855 to Mercy, daughter of Hersey Baker. They have three children: Henry A., Alfred H., and Grace V.

Elisha Parker, the youngest and only surviving child of Benjamin, and grandson of Jacob Parker, was born in 1814 in West Yarmouth, near Parker's river, which derives its name from the Parker family. Mr. Parker's mother was Elizabeth Crowell. He was a shoemaker by trade, and kept a shoe store at South Yarmouth until 1884, when he retired from business. During the last twenty years of his business life he was connected with a woolen mill at Falmouth, and supplied the stores on the Cape with the noted Falmouth jeans and kerseys. He was married in 1837 to Elizabeth Baker, who died. Two of their three sons are living: Edward K. and Silas B.; Benjamin H. died at the age of seventeen years. In 1860 he married his second wife, Mary A. Smith. Mr. Parker is a member of the South Yarmouth Methodist Episcopal church.

E. Dexter Payne, merchant at Yarmouth Port, was born at Eastham in 1840. He is a son of Elkanah K. and Mehitable P. (Knowles) Payne. Mr. Payne came to Yarmouth in 1854, where he was clerk in a store for ten years. Since 1865 he has kept a general store at Yarmouth Port. He was one year in the war, in Company E, Fifth Massachusetts Volunteers, and is a member of Charles Chipman Post, G. A. R. He married Mary L. Gorham.

Charles E. Purrington was born in 1843 in New Bedford, Mass., and is a son of Nathaniel and Louisa A. (Brown) Purrington. Mr. Purrington has resided at South Yarmouth since 1885, and was connected with the grain store of Loring Fuller & Co. until 1890, when he became a member of the firm of Purrington & Small, succeeding Wing Brothers in the grocery business. He was married in 1882 to Lizzie B., daughter of Loring Fuller. Their children are: Wallace F. and Florence May.



Barnabas Sears

BARNABAS SEARS, deceased, was in the lineage, direct, from Richard Sears, who came with the last of the congregation of Leyden, landing at Plymouth, May 8, 1630. The tax rates of that plantation indicate that he was possessed of a large property. In 1643 a company led by him passed through Mattacheese to Scargo hill and settled at what is now known as East Dennis. The descent was Richard, Silas, Joseph, Barnabas, Stephen, Stephen, and Barnabas, the subject of this sketch. Stephen, his father, born in 1765, married Sarah Gorham, had seven children and died in 1851. He was early at sea and was a thorough seafaring man. He was engaged in the fishing and coasting business during the war of 1812, was captured, shipwrecked, and encountered many reverses. During the war of 1812 he went to the Mediterranean to sell a cargo of fish. The Spanish seized his vessel and cargo, sent him to America, landing him near Wilmington, N. C., to return home on foot.

Barnabas Sears, born July 3, 1790, married Hannah Crocker, who was born November 13, 1792, and died January 7, 1879. Their six children were: John K., born September 11, 1816; Barnabas, September 13, 1818; Stephen, July 15, 1822; Seth, September 27, 1825; Elizabeth, November 18, 1828; and David, born July 6, 1832. Seth died August 8, 1848, and the remaining five reside at South Yarmouth in five adjacent homes. Of these John K., the oldest, lives farthest west, and east of him are the other four, by a curious coincidence, in the order of their births, to David, the youngest, who lives farthest east. These are so many living branches in the wide-spreading tree of which Richard Sears is the trunk.

The early life of Barnabas Sears was spent at sea, shipping at the age of nine in his father's vessel, he and another boy taking a man's share. About 1820 he was induced to stop ashore to engage in the then lucrative business of salt manufacturing at South Yarmouth. He was most successful on the sea, rapidly rising to master. He manufactured salt eighteen years, and passed the remainder of his days in the cultivation of his farm. He enjoyed the full confidence of his townsmen, but would never accept any trust that would interfere with his social and business relations. His life was one of marked loyalty to truth and honesty, and his ready sympathy and genial nature won for him many friends who sincerely mourned his death, which occurred at the homestead, July 17, 1875.

JOHN K. SEARS.—This enterprising citizen of South Yarmouth is the oldest son of Barnabas Sears, whose genealogy is given in the preceding biography. He was born September 11, 1816, and passed nearly seventeen of the first years of his life at home, in acquiring a common school education and assisting his parents. Instead of a love for the sea, his mind early turned to mechanics, and at seventeen he

went to Nantucket to learn the carpenters' trade. At twenty-one he was a master builder and was in business for himself, which he continued there until 1850. He was married March 24, 1839, to Sarah, the youngest daughter of the six children of Reuben Eurdett—a whaler of Nantucket, and later, master of a packet, who passed his last years with Mr. and Mrs. John K. Sears, and died aged eighty-eight years.

The great fire of 1846 interrupted the business of Mr. Sears at Nantucket, and after a strong desire to visit California, from which he was restrained, he returned to South Yarmouth in 1850. The seeming need of a mill at his place at South Yarmouth induced him with his brother Barnabas, to erect, in 1854, a commodious building in which planing, sawing and grinding were done for the community. House building was at the same time extensively carried on and he now points with pride to his own and many other beautiful residences of which he was the master builder. In 1865, the planing works were discontinued, and in 1869 the building was removed to the yard at Hyannis, where he had purchased the lumber business of Samuel Snow. This business was at once greatly enlarged, additional buildings were erected, and in 1874 a branch yard was established at Middleboro, which is continued under the name of J. K. & B. Sears. Another branch lumber yard was established in 1882, at Woods Holl, the particulars of which, with that of Hyannis, are fully given in the histories of those villages.

The active, progressive business nature of Mr. Sears has precluded all desire to hold official trusts, but in 1860, and again in 1861, as a true exponent of republican principles, he consented to represent his district in the legislature, since which time he has peremptorily declined all honors. Wherever he has resided he has taken a leading interest in the Sunday schools. The Methodist church of his village now enjoys both his liberal material, and spiritual aid. Broad in his views he has sought to do his duty toward God and toward man, and the impression he has made upon his fellow men is that of a life grounded upon honest principles. Having no children of his own he has filled the position of a parent, in his munificence to those of others.

BARNABAS SEARS.—This citizen of South Yarmouth was born September 13, 1818. He is the second son of Barnabas Sears, deceased, with whose genealogy the reader of the preceding pages is familiar. Unlike most lads of the Cape, Barnabas turned his mind to mechanics instead of the sea. After such educational advantages as his own village afforded he went to Nantucket at the age of seventeen as an apprentice to the carpenter trade, and there for a short time he attended an evening school. At the age of twenty-one he returned to South



John H. Sears

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Yarmouth, but was induced to spend the subsequent season on the island before he made a permanent residence in his native place. With his brother, John K., he engaged in the building and planing mill business as has been mentioned in the village histories of South Yarmouth and Hyannis. In the fall of 1873 he, with his older brother, as J. K. & B. Sears, established a lumber yard at Middleboro, where Barnabas removed, remaining there until 1887, when he returned, leaving the business with his youngest son, Henry W. Sears, who continues it.

Mr. Sears has been three times married; first to Ruth H. Crowell, daughter of Rev. Simeon Crowell, whose portrait appears at page 492. They had four children, three of whom died in infancy, Simeon C., then the only survivor of his mother's branch of an illustrious family, met an untimely death on board the ship *Fleetwing*, off Cape Horn. He was only sixteen when, against the wishes of his parents, he made his first voyage with Captain David Kelley, and during a snow storm fell from the main yard. Twelve days after his fall his body was consigned to the waters of the Pacific. By his death, that branch of the Crowell family has become extinct. The wife and mother died October 13, 1850. Mr. Sears' second marriage was in October, 1852, to Deborah M., daughter of Captain William and Lydia Clark, of Brewster. She died April 22, 1885, leaving three children: Isaiah C., who was born in 1853 and married Sarah P., daughter of Timothy Crocker; Henry W., who was born in 1869, and married Martha, daughter of James and Lucy Pickens, of Middleboro; and Etta Frances Sears, born 1866. The present Mrs. Barnabas Sears, to whom he was married May 2, 1886, was Sarah H., daughter of Hatsel and Jerusha Crosby, and widow of Edwin F. Doane. She has one son, Walter H. Doane.

Mr. Sears has persistently declined to hold office, preferring the social relations of life to the strife of party. He is a republican politically, with a strong tendency to promote the cause of temperance wherever an opportunity is presented. He has been earnest and forward in that cause as well as in every other good work. He is a member of the Middleboro Congregational church, but earnestly supports the religious societies of his village. In 1849 he erected his present fine residence, the subject of the accompanying illustration, where he is passing the twilight of his well-spent days in the quiet enjoyment of the association of brothers and sisters and in the full confidence of the entire community.

STEPHEN SEARS, the third son of Barnabas Sears, deceased, was born July 15, 1822. During his boyhood he improved the educational advantages afforded him, early developing a love for mechanics and kindred arts. At sixteen years of age he went to sea, where he was

steadily employed until 1848, and later he acted for thirteen months as first officer on Philadelphia steamers. On the 16th of April, 1846, he married Henrietta Adelia, daughter of Andrew and Laura (Leonard) Hull, of Willington, Conn., married in 1825, and of whose seven children she and one brother are the sole survivors. Dea. Andrew Hull died May 5, 1879; his wife in 1850.

Since Mr. Sears retired from the sea he has constantly filled some trust connected with the social or civil interests of his town. He was teacher of the seminary at Harwich four years, and taught fifteen in grammar schools, the last four at Newport, R. I. He was the agent ten years for New England for the educational works of Harper, Appleton and Sheldon & Co. He was president of the county Teachers' Association five years. In his social relations his usefulness is no less marked. He has been a superintendent of Sunday schools thirty years of his life, and, although really, with his wife, a member of Doctor Bates' Methodist Episcopal church of Boston, he now superintends the school of the Baptist church, South Yarmouth, and renders to that society his spiritual and material aid. For five years he was president of the Cape Cod Musical Association, and has been otherwise largely interested in the libraries, lodges and societies of his town and county.

In civil and municipal affairs his worth is acknowledged by his reelection. He acts on the school committee, and of the board of selectmen has been the chairman for six years. His labors are manifold, yet accomplished with that precision and sound judgment which characterize him.

Of his six children, four daughters have died: Hannah Elizabeth, born October 11, 1852, died May 29, 1862; Henrietta Adelia Hull, September 26, 1855, died January 17, 1856; Sarah Leonard, April 26, 1857, died April 4, 1858; and Mary Pollard, who was born June 5, 1860, and died May 29, 1862. The only surviving daughter, Laura Helen, married James Gordon Hallett, December 6, 1871, and they have two children—Marietta Sears, aged thirteen, and James Gordon, aged seven years. The son, Stephen Hull Sears, M. D., married Marianna B., daughter of D. P. W. Parker and Angeline F. Bearse of Barnstable, and their children are: Stephen Hull, aged seven; Henrietta Frances, five; and Laura Helen, aged four years.

Among the citizens of Yarmouth none are more identified with the welfare and prosperity of the community than he. In every object for the good of society his labor and means are employed, and he commands the respect of his townsmen for his ready skill in mechanics, his undoubted integrity in municipal affairs, his liberal benefactions, and his symmetrical social and religious life.



Stephen Sears

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James F. Sears, born in 1834, is the youngest and only surviving son of James, grandson of James, and great-grandson of James Sears. Mr. Sears' mother was Phebe Lewis, who died September 25, 1889, aged eighty-five years, nine months and fourteen days. Mr. Sears has been a master mariner since 1862. He was married in 1856 to Sophia S., daughter of Francis and Rozetta Small.

NATHANIEL STONE SIMPKINS.—Nathaniel S. Simpkins was born in Brewster, Mass., January 8, 1796. He was the eldest son of Rev. John and Olive (Stone) Simpkins, and grandson of Dea. John Simpkins, of Boston. The Rev. John Simpkins graduated from Harvard College in 1786, married a daughter of Rev. Nathaniel Stone, the minister of the first church at Harwich. His son Nathaniel, received an Academical education, and was trained to business pursuits. He engaged for a few years, in the book-selling and stationery business in Boston, and established the "County Book Store" in Barnstable, for many years the only one of the kind in the County.

Mr. Simpkins was the founder of two Cape newspapers. In 1835 he established the *Barnstable Journal*, which he soon placed on a paying basis, and it continued to succeed during the three or four years of his management. In 1836, in connection with four others, he established the *Yarmouth Register*, being one of its proprietors and its business manager and publisher, for about two years. Nearly forty-five years ago he was engaged in fitting out and managing fishing vessels at Yarmouth Port. He purchased the wharf, store and landing place on the premises, which something like two centuries before had been owned by Capt. Nicholas Simpkins, who in his day was in command of the *Castle* in Boston harbor, who for a few years was a resident here, and who sold to Andrew Hallet, in 1645, his lands in this town. Mr. Simpkins was a direct descendant of Nicholas, but at the time of coming into possession of this property was not aware that it had ever been held by his ancestor.

Mr. Simpkins was a member of the Massachusetts House of Representatives, in the years 1836, 1850 and 1851. He was one of the earliest advocates and promoters of the Hoosac Tunnel enterprise, and voted for the first bill passed in favor of that project. He was for many years a director of the First National Bank of Yarmouth, and also a director of the Cape Cod Railroad until it was merged with the Old Colony Railroad. In these positions he proved a prudent, faithful and efficient guardian of the interests confided to his care. In his private dealings he was careful, pains-taking, scrupulous in fulfilling his engagements and kindly in his bearing to those with whom he came in contact.

Mr. Simpkins was one of the first members of the Swedenborgian church of Yarmouth, and was efficient in his aid to the local as well

as the general organization. By his union with Eliza Thacher of Yarmouth, five children were born, who arrived at mature age, viz: Charles H., Mary, John, George W., and Nathaniel Stone, jr. John and Nathaniel Stone were prominent and successful business men in New York, both being especially identified in the Calumet and Hecla Mining Copper Company. John died in 1870, and Nathaniel S., jr., in 1883. Of the surviving sons Charles H. Simpkins is engaged in business in San Francisco and was one of the original pioneers of 1849. George W. Simpkins resides in St. Louis and occupies in summer, the old homestead in Yarmouth Port, which belonged to his father.

George H. Snow, was born in 1849, in Harwich; is a son of Caleb and Laurietta (Smith) Snow, and grandson of Laban Snow. He has followed the sea since 1861, and since 1877 has been master of vessels. He is a member of Newport Marine Society and a member of the Masonic order. He married Anna T., daughter of Joseph Robinson, and has one son, Herbert R.

William N. Stetson, born in 1855, is a son of John Stetson, M. D., of West Harwich, and a grandson of John Stetson, of Bridgewater. His mother was Elizabeth, daughter of Barnabas and Hannah Sears, of South Yarmouth. Mr. Stetson has been traveling salesman for Israel W. Monroe & Co., since 1879. He was married in 1879 to Lucy J., daughter of D. P. W. Parker. They have four children: Elizabeth P., Angeline F., Monroe B. and William N., jr. Mr. Stetson is a member of Howard Lodge, A. F. & A. M., also of Sylvester Baxter Chapter, and is a member of the New England Commercial Travelers' Association.

HON. CHARLES F. SWIFT.—This respected citizen of Yarmouth traces his descent in the ninth generation from William Swift, of Bocking, Eng., who came over in the first expedition with Winthrop's company, was in Watertown in 1632, and in Sandwich in 1638. Charles F. Swift was born in Falmouth, June 18, 1825, and received his education in the common school and academy of his native town. At the age of fourteen he entered a printing office, still keeping up his studies, and in 1847 became associate editor of the *Yarmouth Register*, of which he has been editor since 1850. With the many cares of an editorial life, during his years of service he has written over 5,000 columns of newspaper matter, published one book, and delivered many lectures and public addresses. Nor has he been idle in affairs of the body social and politic. The first ten years of its existence he was president of the Yarmouth Library Association, has been president of the Cape Cod Historical Society since its organization; two years president of the Barnstable County Agricultural Society; was collector of customs for Barnstable district from 1861 to 1875, with only four months interruption; and in 1859 filled



Wm. S. Simpson

a vacancy of several months in the office of register of probate. His first election to the office of treasurer of the county was in 1851, to which he was three time re-elected. In 1857-58 he was sent to the state senate, where he served on the committee on fisheries, election laws and the libraries, and was appointed chairman of the joint special committee on the pilotage laws. In 1860 he was a member of the executive council of the state. Later, in 1880 and 1881, he was the representative of the third district of the county in the legislature, serving both years as chairman on the part of the house of the committee on prisons and on the library, and the last term he served on the joint special committee for the revision of the laws of the Commonwealth. Thus for over three-score years has Mr. Swift been a prominent factor in the welfare of the county, and since the formation of the republican party one of its lights in Barnstable county. The wielding of a ready pen, being thoroughly conversant with political and local affairs, and withal his being a genial and obliging friend, has made Mr. Swift a popular and useful man in the county.

In 1852 he was married to Sarah A., daughter of John Munroe, of Barnstable, and they have seven children: Hannah C., wife of Frank E. Chase, of Grand Rapids, Mich.; Francis M., in the railway mail service; Fred. C., counsellor-at-law; Theodore W., in the railway mail service; Caroline M., a teacher; Sarah M., a stenographer; and Charles W., at present assistant editor of the *Register*.

ELISHA TAYLOR.—The ancestors of this citizen of South Yarmouth were early settlers on the north side of the Cape, and in the growth and wealth of the town were an important element. Abner Taylor, one of their descendants, settled later at West Yarmouth, where he became the proprietor of a large tract of land. He married Ruth Rogers, and of their children two survive: Elisha Taylor and the wife of Captain Albert Chase, of Hyannis.

Elisha Taylor was born February 1, 1809, at West Yarmouth, where he received the educational advantages of his town and the academy at Sandwich. He was married November 5, 1831, to Sophia, one of the eight children of Timothy and Polly Crowell. Besides her, Captain Elbridge Crowell, of Boston, and Mrs. Mary Jenkins, of South Yarmouth, are the only other survivors of this branch of an ancient family. While young, Elisha Taylor placed his mark high in the road to affluence and distinction, and steadily toward the goal he advanced. He was active in commercial and civil affairs until compelled by physical infirmity to desist.

He was president of the Marine Insurance Company of South Yarmouth seven years; selectman twenty-five years; justice of the peace twenty-eight years, besides other minor offices, and refused to serve in these positions longer because of his infirmity. He has ever taken

a keen interest in public affairs, espousing the cause of the republican party; by careful reading was always abreast the moving world, and in 1889 was still a subscriber to nine different journals. In his religious preferences he is a Congregationalist, but Mrs. Taylor being an earnest member of the Methodist Episcopal church, he has given that society his support, contributing at one time, wholly or in greater part, to the erection of what is familiarly called Taylor's Chapel.

For nearly three-score years he and his good wife, although no children bless their home, have journeyed pleasantly together through the morning, the noon, and into the evening of life. His civil and business career is recorded in the books of the town and in the memories of his neighbors and townsmen.

William White⁷ was born in 1811. His ancestors are as follows: Peregrine⁶, Deacon Joseph⁵, Joseph⁴, Jonathan³, Peregrine² (born in Provincetown harbor, on board the *Mayflower*), and William White¹. Mr. White's mother was Betsey, daughter of Atkins Matthews. Mr. White was a master mariner until forty years of age. From 1851 to 1883 he kept a lumber yard at South Yarmouth. He was married in 1833 to Olive, daughter of Ebenezer Hallett. Of their nine children only five are living: Helen, Cyrus W., Osborn, Almena, and Edwin M. Mr. White has a cane that is said to have belonged to Peregrine White³.

Stephen Wing, born in 1828, is the eldest son of Daniel, grandson of Stephen and Dorothy (Allen) Wing, and great-grandson of John and Lydia (Allen) Wing. Mr. Wing is a coach maker by trade. He was eight years in California, after which he was for about twenty-five years in the grocery business at South Yarmouth, with his brother Daniel. He has been selectman four years in Yarmouth. He is a member of the South Yarmouth Society of Friends. He was married in 1866 to Minerva, daughter of Orlando and Harriet (Crowell) Baker.

Orlando F. Wood, born in 1825, is a son of Zenas and Mercy (Howes) Wood, and grandson of Zenas and Lydia (Kelley) Wood. Mr. Wood is a tailor by trade. He worked in Boston and New Bedford for twenty-five years, and has lived at South Yarmouth since 1879. He has been local correspondent for the *Yarmouth Register* for several years.



Elisha Taylor

CHAPTER XVIII.

TOWN OF DENNIS.

Natural Features.—First Settlers of Nobscusset.—Incorporation.—Development.—Industries.—Churches.—Cemeteries.—Schools.—Civil History.—The Villages, their Industries and Institutions.—Biographical Sketches.

THE town received its name in memory of Rev. Josiah Dennis who previously had been the faithful pastor of its principal church for thirty-seven consecutive years. The town extends across the Cape, having Cape Cod bay for its northern boundary and the Vineyard sound for its southern. Harwich and Brewster constitute its eastern boundary, and Yarmouth its western. Like the towns on the Cape west, it would seem to have two parts—north and south—separated by a large tract of oak and pine woods, through which the old road runs near the head of Follen's pond. At the north is the range of hills that extends through Yarmouth, Barnstable and Sandwich. In Dennis the hills are only about a mile from the bay and their summits command fine views of it. The surface of the town north of the hills is very uneven, and at the south is a vast undulating plain sloping toward the sound. The town has five divisions or communities, the most of which are considerable villages of the New England type, and are noticed under their respective names. The first settlement of the town was in the northern part, but the southern now exceeds in population. Bass river is a considerable stream, extending along the boundary between Dennis and Yarmouth—the line being the center—flowing from Follen's pond southerly into the sound, affording harbor for small craft. It is the largest stretch of inland water in the county. Chase Garden river forms part of the western boundary, emptying into the bay at the north, where many fishing schooners formerly found safe refuge for the winter months. The largest marsh of the town is at the mouth of this river. This marsh is really a continuation of the great marshes around Barnstable bay.

The most valuable lands are on the north side, especially about Sesuet and Quivet. The soil is light and sandy on the undulations, but fertile in the valleys and around the ponds. It is estimated that

the ponds of Dennis cover an area of over 450 acres. The Grand cove, near South Dennis, is salt, and is closely connected with Bass river. Others worthy of mention are: Swan pond, of 179 acres, south of the railroad, with an outlet to the sound; Scargo lake, with the Sesuet river as an outlet to the bay, has an area of 60 acres; Flax pond, no outlet, 20 acres; Run pond, 20 acres; Simons ponds, 22 and 11; Grassy, 22; one on Harwich line, 23; one southwest of this of 20 acres; one of 10 acres northwest of Swan pond; Cedar, 29; one near West Dennis of 25 acres; and Baker's pond of 30 acres, east of Grassy.

Agriculture has received much attention, but the avocations and adventures upon the sea have received more. The town was and is preeminent in the latter pursuit, and has furnished, and now has, as retired men, some of the best on the Cape. The gradual development of the north part of the town was accomplished prior to that of the south. In the north part, as will be seen by the church history, was the first meeting house in the East precinct of Yarmouth, and in 1686 from Satucket the first road was laid out, forty feet wide, westward across Dennis to the county road at Barnstable. This old road, from West Barnstable to Barnstable, was called the Satucket road—through the woods south of the hill range of Dennis and through Yarmouth.

FIRST SETTLERS OF NOBSCUSSET.*—The first comers to the Indian village of Nobscusset, in 1639, were John Crow, Thomas Howes and William Lumpkin. There was then no settlement of white men below them on Cape Cod. William Eldred came a year or two later and took his farm adjoining Thomas Howes, by the brook which has ever since been called Eldred's brook. The name of Lumpkin has long since died out in Dennis. The Eldridge name has only become extinct in the present generation. They were never numerous in North Dennis, and during the movement to Ashfield and other towns in Franklin county three of the Eldridge men—Eli, Levi and Samuel—packed up their household goods and joined the caravan of emigrants. For several years this emigration continued from Dennis. It peopled the new town of Ashfield with Cape stock—Howes, Halls, Vincents, Eldridges, Taylors, Sears and Bassetts. One street was named Cape street, in honor of Cape Cod. But though so many left, a remnant remained to keep alive the old names, some of them at least.

The Crowell family in North Dennis is descended from John Crow, who came, it is said, from Wales in 1635, to Charlestown, where he and his wife, Elishua, joined the church. It is probable that they sojourned there until 1639, when Mr. Crow came with Anthony Thacher and Thomas Howes to Yarmouth, with a grant from the court, having previously taken the oath of allegiance. All the first settlers

*By Capt. Thomas Prince Howes.

selected spots for their homes adjacent to good springs of water. The brook that flows through the village of North Dennis had numerous fine flowing springs to supply the need of the first comers. John Crow built his home north of the center of the present village, near the spot where the late Philip Vincent lived. His land, much of which is still owned by his descendants, was east of Indian Fields, and extended from the shore to the top of the hills back of the settlement. John Crow was a man of character and influence in the infant town of Yarmouth, filling many important offices. He died in 1673. His sons were: John, Samuel and Thomas. John married Mehitabel, daughter of Rev. John Miller of Yarmouth. A grandson of John Crow, sr., whose name was John, was the first person buried in the North Dennis cemetery. He died in 1727. The name about that time had developed into Crowell. The offspring of John Crow are now to be found in all parts of the country, occupying important positions, with honor and credit to the name. Those who have remained upon the hereditary acres have produced in every generation men of ability and distinction. The late Hon. Seth Crowell and his cousin, Capt. Prince S. Crowell, and Mr. William Crowell, the well-known cranberry grower and seller, are illustrations of the character of the Crowells in the seventh generation. The family has never been large in North Dennis. Two pews in the old church sufficed to accommodate their needs for sitting room. Many of the family, before the old meeting house was torn down in 1838, had become disciples of John Wesley and left the church of their fathers.

Mr. Jeremiah Crowell, a descendant in the fourth generation from the grantee, John Crow, was for two generations a village celebrity. He lived in what was called "Crow Town," just outside the western limits of Indian Field. The public highway went no farther east than his house in his day. The county road went through the woods south of Scargo hill. Mr. Crowell constructed a globe with the four quarters of the earth marked upon it. This was received by the Nobscusset children with open-eyed wonder. It was to be seen only, however, upon payment of one cent per head. He had besides a mammoth kite with a string a mile long, with a tail of wondrous length. He kept a daily journal of passing events, such as the capture of a whale, the arrival home of the Cod fishermen, the state of the weather, and the direction of the wind. But his great effort was the building of a pair of wings and attempting to fly. This was an achievement beyond his power to accomplish. The flying he regarded as practical and easy, but the alighting was difficult. He died at an advanced age, about the close of the last century.

The Howes family trace their descent from Thomas Howes, the associate and friend of Anthony Thacher and John Crow. He came

from England, and doubtless from Great Yarmouth, or some part of Norfolk county, to Salem, in 1635. In 1639 he was in Yarmouth, and in that part then called Nobscusset he took up his abode. He built his house beside New Boston brook, in the field now the property of Mr. Harvey Howes, his lineal descendant in the seventh generation. Thomas Howes and his wife, whose name was Mary, had three sons: Joseph, Thomas and Jeremiah. The last named was born in 1637, and consequently was an American. Thomas Howes, senior, died in 1665, after twenty-six years residence in his new home. He had good reason to be satisfied with his change from Old England to the New. He left his sons with large farms and holding positions of honor and trust in the infant colony, and his children's children growing up around him. He was buried on his farm, and three hundred or more of his posterity lie sleeping around him.

From the sons of Thomas Howes have sprung a strong and numerous race, whose representatives may be found in nearly every state, from Maine to California. It has always been prominent in the affairs of the towns of Yarmouth and Dennis. It required eight pews in the old East Precinct meeting house to seat those of the name who went to meeting. It was noticed that in the great gale of October, 1841, when four North Dennis fishing vessels were lost and twenty men belonging to the neighborhood perished, twelve of them bore the name of Howes. The name is a very familiar one in the town of Ashfield and in Putnam and Columbia counties, New York; and, in fact, common in many towns in this Commonwealth. Those of the name coming from Chatham are descended from Thomas, the youngest son of Joseph. This branch is numerous, comprising many enterprising seafaring men and merchants. Among the descendants of Jeremiah are those of Moody Howes, who left Nobscusset in 1750. Some of his grandsons have made successful business ventures. Seth B. Howes, the well-known retired showman, is a grandson of Moody Howes, who removed to Putnam county, New York.

John Hall, the founder of the Hall family of Yarmouth, was among the early settlers. The exact date of his arrival is not known. He was for a time in Barnstable. Probably he came about 1657. It is claimed that he came from Coventry, England. He was twice married; his first wife being Bethia, and his second Elizabeth. His family consisted of twelve children, nine of them sons, namely: Samuel, John, Joseph, William, Benjamin, Elisha, Nathaniel, Gershom and one other. With this patriarchal family, Mr. Hall cast in his lot with the builders of Yarmouth. He took his farm in the central part of the village of Nobscusset, at the head of the stream which runs westerly and southerly through North Dennis. He was a worthy citizen and a valuable addition to the growing town. He was buried at a



TOBEY HOMESTEAD,

Dennis, Mass.

good old age, on his own land, in 1696. His gravestone is the oldest in North Dennis. His sons rendered much service to the town; some going on military expeditions against the Indians and others filling important civic stations.

From the Hall family have gone out numerous emigrants to people distant towns. Some went to Oblong, now a part of Putnam county, New York, others to Ashfield, and various places. Rev. David B. Hall, of Duanesburg, has published a genealogical and biographical history of the Halls of New England. The Halls, who are all descended from John, of Yarmouth, number 235 families. Moral and intellectual traits are hereditary and become characteristics of certain families. The Halls have been much swayed by religious emotions, and interested in things of the mind; hence the number of ministers, deacons and teachers among them. In Yarmouth, including North Dennis, we find the following persons filling the deacon's seat: John, Joseph, Joseph, Daniel, Nathan and Barnabas Hall. The family required eight pews in the East Precinct meeting house to accommodate its worshippers. The descendants of the Yarmouth Halls are well represented in the teachers' vocation in this generation. Stanley Hall, now president of a University; Joseph Hall, principal of the Hartford high school, both Ashfield men; Isaac F. Hall, superintendent of Leominster schools, and Luther Hall, superintendent of schools in Dennis, illustrate this hereditary tendency in the descendants of the pious John Hall.

About the time that the last mentioned person left Barnstable to settle in Yarmouth, John Vincent removed to Yarmouth from Sandwich, where he had lived a few years. The exact locality of his house is not known, but it was somewhere south of the stream on which all the first settlers made their homes. The Vincents for several generations owned land on both sides of the brook adjoining the Hall farm. John Vincent had one son, Henry, whose name occurs frequently in the records. From him sprang a sturdy race, mostly farmers, some of whom served as soldiers in the revolutionary war. At the close of that struggle, the Vincents, most of them, removed to Ashfield, leaving only one family behind in Dennis, and that has since died out. Those of the name in Ashfield and Hawley are good specimens of the Cape stock—honest, hardy, independent farmers.

The Tobey family, of Dennis, is descended from Thomas Tobey, of Sandwich, one of the early settlers of that town. His grandson, whose name was Thomas, removed from Sandwich to Yarmouth early in the eighteenth century. The mother of this Thomas is said to have been Mehitable, a daughter of John Crowell. He settled in the south part of the present village of North Dennis. His home farm consisted of a tract of land on both sides of the highway, stretching far back into

the woods on one side and running into the meadows, down to the main creek on the other. A large piece of pasture land and swamp, containing fifty acres or more, was a part of his estate. The swamps are now productive cranberry grounds, and the black birds that once made their nests and reared their young ones within the leafy coverts have been compelled to seek other homes. Mr. Thomas Tobey was three years precinct treasurer, and ten years town treasurer. He died in 1757, leaving two sons: Thomas and Seth. Thomas was the father of Stephen and Knowles, neither of whom have any living descendants.

Seth Tobey, born in 1716, married Zipporah Young Hall, widow of Edmund Hall, whose house was the one now the residence of Mrs. Hope Howes. That ancient dwelling deserves mention from having been the birthplace of Hon. Nathaniel Freeman, a revolutionary patriot, and father of Rev. Frederick Freeman, the learned historian of Cape Cod. Seth Tobey, who was frequently in public service, was one of the committee of 1774, chosen to look after the movements of the tories, in conjunction with similar committees in other towns. He was town treasurer three years and selectman ten. He died in 1801, leaving one son, Seth, who inherited his estate and who married Ruth, daughter of Captain Jonathan Howes, a descendant of the second Thomas Howes. He built, in 1802, the present Tobey house, which is shown in the accompanying illustration. Mr. Tobey was a worthy citizen, attending mainly to his own private affairs. He was inclined to favor the doctrines of the then unpopular Universalists. His house was open to the preachers of that denomination—at that period almost everywhere spoken against. He died in January, 1829 at the age of fifty-eight, leaving one son, Jonathan Howes Tobey, who married Rachel, daughter of Samuel Bassett of Barnstable.

Jonathan inherited, like his father, the family estate, and like him followed the occupation of his ancestors—the cultivation of the soil. He was of a social, kindly disposition, and his house the seat of a modest, genial hospitality. Although much interested in town and school affairs, he was not a seeker of office, and was contented with a private station. He died in 1872, leaving three sons: Seth, born 1824; Charles, born 1831; and Francis Bassett, born 1833. Of these, Seth studied law with Hon. Robert Rantoul, was admitted to the bar, and was for a number of years clerk of the municipal court of Boston. He died in Dennis, at the old family homestead, in 1883. Charles, the founder of the Tobey Furniture Company in Chicago, now one of the largest establishments of its kind in the country, was, at his death in 1888, the owner of the Nobscussett House and the Tobey farm. He was a man of great energy and business aptitude.

F. B. Tobey, the sole survivor of the family name in Dennis, car-

ries on the business of the Furniture Company in Chicago, and is the present owner of the Tobey property in North Dennis, including the Nobscussett House, shown in the illustration at page 155. The Tobey family has always occupied a high social position and an honorable station among the foremost citizens of Barnstable county.

Among those who came early in the last century from Sandwich to settle in Yarmouth was Elisha Bassett. His wife was Ruhamah Jennings, daughter of Samuel Jennings of Sandwich, long the school-master and town clerk of that town. The Bassetts trace their pedigree to William Bassett, who came to Plymouth in the *Fortune*, in 1621. Elisha Bassett lived at Nobscusset, in a house that stood on the spot where Charles Hall now resides. He held a commission as captain under the provincial government. This, however, did not hinder him from being an ardent patriot when the struggle commenced between the colonies and the crown. He was three times sent to represent the town in the congress at Cambridge, and served four years as town treasurer. He was a man of great moral worth and superior intelligence. He died in 1794, leaving four sons—Elisha, Samuel, William and Lot—and three daughters—Lydia, Abigail and Deborah. Two of his sons, Elisha and Lot, removed to Ashfield about the close of the revolutionary war. Samuel removed to Barnstable and William died in Dennis, leaving one son, Francis, who graduated from Harvard College, studied law, and was for many years clerk of the United States circuit and district courts. He returned to Dennis in after life and built a house on the spot where his grandfather had lived. The posterity of Elisha and Lot are principally in the towns of Franklin county, where they live appreciating the blessings of its rural life and the pleasures of intellectual enjoyment. Elisha Bassett, for over fifty years a clerk in the district court at Boston, is a grandson of Lot, who removed from Dennis. A fine, intelligent, clear-headed, right-minded race of men are descended from Elisha Bassett of Sandwich.

INCORPORATION AND DEVELOPMENT.—What Captain Howes has said above of the original families at North Dennis is more than now can be learned concerning the settlers of the other sections of the town. The records of the old town of Yarmouth were burned in 1677, and this fact assures a meagre account, not only of Yarmouth, but of Dennis, for the first forty years—years of the most importance in their early history. That its settlement was contemporaneous with that of Sandwich and Barnstable there is no doubt. The old town was in part that Mattacheese to which the Puritans came in 1638-9; and only a few years elapsed before the entire territory—part of which is now included in Dennis—was settled, although perhaps but sparsely. Like Sandwich the division commenced in the church—by establishing an-

other parish. In 1721, as will be seen by the church history, the East parish of Yarmouth was organized, and this was the initiative to the organization of the new town of Dennis on the 19th of June, 1793, being the eleventh town in the country, in date. The act of incorporation authorized Atherton Hall, Esq., to issue his warrant and call a town meeting, which he did in January of that year, and the meeting was held March 3d, at 1 o'clock, P.M. Lieutenant Jeremiah Howes was chosen moderator, and officers for the government of the town were elected. On the 11th of March Captain Isaiah Hall and Elisha Bassett were appointed to settle all details with the mother town.

On the 11th of May, Thomas Thacher, Isaac Matthews, Edmund Bray and Joseph Howes, on the part of Yarmouth, and Jeremiah Howes, Jonathan Bangs and Joseph Sears, on the part of Dennis, met and settled the boundary between the towns to be that marvelously crooked line which was already the precinct boundary, which remains substantially the same. The language of that day for the division line was: "Beginning at the south of the county road leading from Yarmouth to Dennis, at three white-oak trees marked and standing at the S. W. corner of Edward Howes' upper field, between Lothrop Taylor's and David Hall's; sets thence S. 53° E. 248 rods as trees are marked, till it comes to a stake and stone standing on the S. side of the county road to the falling away of a hill to the westward of John Whelden's, late of Dennis, deceased; then by the county and Bass River road southeasterly 146 rods to a stake and stone standing at the N. E. corner of Capt. Samuel Gray's land and N. W. corner of Wid. Abigail Whelden's land; sets thence S. 40° W., 44 rods into Follen's pond, thence Southeasterly through the middle of said pond and southerly through the main channel of Bass river into the South Sea. Then beginning at the first mentioned three white-oak trees, and sets thence northeasterly by the county road that leads from Yarmouth to Dennis 68 rods to a stake and stone at the S. W. corner of Edward Howe's field and S. E. corner of David Hall's field and on the northwesterly side of the way; and thence northwesterly 42 rods in Edward Howe's and David Hall's range to a brook in said range, and as said brook runs into the main creek, and as said creek and as Bass Hole runs into the North Sea." It was further agreed that the privilege of fishing, together with the Indian land at Bass river, and the whaling land at Black Earth, should remain for the benefit of both towns.

June 16th, the selectmen of Dennis and Harwich renewed and settled the bounds between their respective towns, which also remains the same. Beginning at a rock thirty-seven feet to the south of Bound brook bridge and fourteen feet east of said brook, thence across the Setucket road, and the Chatham road in a straight line about 5° east of south, to the sea.

The growth of the town was rapid. In 1802 there were one hundred dwellings south of the county road, and so new and hastily constructed were they, that ninety-eight of them were only one story high. They were along Bass river and formed the nucleus of the present pretty villages of that part of the town. Quivet neck had thirty-six dwellings at this time, and the old settlement along the county road had been considerably increased. Among the families, and those most prominent, who had settled mostly in the north part of the town prior to the division, were those of Hall, Ryder, Burge, Howes, Paddock, Nickerson, Lumpkin, Crosby, Hallett, Crow, or Crowell, Worden, Eldridge, Tobey, Baker, Whelden, Chapman, Fal-land or Follen, Bassett, Bangs, Kelley, Newcomb and Seabury. Richard Sears settled between the Sesuet and Quivet creeks.

With such families occupying portions of the territory and who had already developed its fertility long prior to its erection into the new town of Dennis, its rapid development in industry and wealth naturally followed. John Sears had commenced the manufacture of salt as early as 1776. It is said that Dennis was the first town of the county to make salt. In 1803 the number of works was twenty-four, aggregating 19,500 running feet of vats. These were in the north part of the town adjoining the bay. In 1804 other salt works were laid out at Black Earth. The south part of the town, along the sound and on the east side of Bass river, was well covered with salt works, which declined before those in the north part, as indeed there is still a trace remaining of the actual manufacturing of salt at Quivet neck.

Ship-building, now extinct, was another important industry of the town, and was commenced early. Many large class vessels were built on the bay, and the Shivericks were noted builders. It was here that Asa Shiverick built vessels early in this century; and later his sons—David and Paul, now deceased, and Asa, of Woods Holl—built vessels for twenty-four years. Considerable building was carried on along Bass river, but of light tonnage vessels. The names of the vessels are given in the history of the locality where they were built. The timbers and lumber were brought from Maine, and from the South, and the smaller craft were rigged here.

Fishing had become a leading industry in 1795. At that date three wharves were built on the east side of Bass river, additions were rapidly made to the tonnage, which, soon after 1800, reached nearly eleven hundred tons in the mackerel and cod-fishery, employing 247 men. This continued the principal industry of the town for three quarters of a century. In 1889 the fishing and coasting vessels registered from Dennis had a total tonage of 6,955. The fertile Atlantic and other waters have furnished broad maritime fields of labor in which Dennis has increased its wealth and import-

ance more than in agriculture, but during the past twenty years the bogs of the town have been redeemed for the cultivation of cranberries, and the town now has a high position in this branch of industry. The town still had in 1889 over sixty vessels of various tonnage, including nine three-masters, engaged in the coast and fishing trade.

Wind mills were early erected. The earliest record given is that William Howes, in 1759, had been appointed as the proper miller for the grist mill in the East parish. The town house erected in 1837 stands near Follen's pond. It would seem by the records that a house on that site was in use prior to that date, for in 1829 it was "voted that the selectmen sell the town house * * * and have same moved from the town land." Major Obed Baxter, Abijah Howes, and Thacher Clark, January 4, 1837, were made a committee to complete a town house by September of that year, which was accomplished. No regular poor house was erected until 1837, when the present town asylum was voted at the March town meeting.

The census of 1800 showed the population of the town to be 1,408, which had rapidly increased during the preceding seven years of its existence. In 1810 it contained 1,739; in 1820, 1,907; in 1830, 2,317; 1840, 2,942; 1850, 3,257; 1860, 3,662; this year was the highest within its life as a town. The fishing in its many branches not proving as lucrative as formerly, the young men sought employment elsewhere, and in 1870 the population was 3,269; in 1880, 3,288; and in 1885 it had decreased to 2,923. In the decline of population, the fact is evident that other sections, and even the busy marts of the world, have been receiving the fine sons of Dennis among their prominent business men.

So rapid was the growth of the town during the first half of the present century, and so conspicuous in every industry and in wealth had the south part become, that in 1860 an attempt was made to divide the town and form a new one of the southern part. But perhaps this was only a temporary diversion of interests, as at this writing a more harmonious people do not exist on the Cape. The south side people are more generally engaged in fishery and coasting, while at the north, where the land is better, they are more devoted to agriculture.

In 1888 a lock-up was erected at South Dennis for the town's use; it was not costly and prison-like, but was adequate for the temporary confinement of mild offenders. At the town meeting of February 11, 1889, the sum of thirty-nine hundred dollars was voted for the poor; three thousand dollars for roads; fifty-four hundred dollars for schools; and five hundred dollars for public buildings. The assessed valuation of the town is now one and a half millions.

CHURCHES.—In 1721 the East precinct or parish of Yarmouth was constituted. The last day of February, 1721-2, at the house of Na-

thaniel Howes, twenty-six freeholders assembled, and the new parish arrangements were perfected, and a week later they provided for the erection of a meeting house, Judah Paddock acting as precinct clerk. April ninth, the book of parish records was opened. Rev. Daniel Greenleaf was called March 22, 1723. Mr. Barnabes Taylor officiated in 1724, and Rev. Josiah Dennis was called June 24, 1725. He was not settled as pastor until June 22, 1727, at which time the church was organized, Rev. Samuel Wigglesworth, of Ipswich, preaching the ordination sermon.

The pastor elect and the following persons signed the church covenant: Dea. Joseph Hall, Joseph Burge, Joseph Hall, jr., Joseph Howes, sr., Judah Hall, Joseph Burge, jr., Daniel Hall, John Paddock and John Nickerson (spelled Nichelson on the record). On the sixth of August the following females, having been dismissed from the parent church, also were received into full covenant: Mary, Mehitable and Rebecca Hall; Mary and Mehitable Hall, jr.; Deborah, Elizabeth, Mary and Rebecca Paddock; Mehitable Crosby; Susanna, Lydia, Sarah, Dorcas and Sarah Howes, jr.; Thomasin, Sarah and Elizabeth Burge; Mercy, Priscilla, Sarah and Hannah Sears; Keziah Eldred; Elizabeth Nicholson; Priscilla Gorham; and Elizabeth Whelden. On the 29th of December, 1727, a committee was appointed to consider ways and means to obtain from the parent society their part of the church vessels. The Rev. Josiah Dennis died August 31, 1763, and Rev. Nathan Stone was ordained October 17, 1764. He was the pastor for forty years. He died in 1804. In 1795, when the South church was organized, the name of the old church was changed from East precinct to North parish of Dennis.

Rev. Caleb Holmes came November 5, 1804, and was ordained in January of the following year. He died in 1813, and the church voted to pay his widow his salary as long as the neighboring ministers should supply the pulpit, which they did until July 27, 1814, when Rev. Joseph Haven was settled. In 1826 Rev. Daniel M. Stearns was called for a year, and was retained through 1828. The parish acting in this ministerial bargain without the concurrence of the church, and the seeds of Unitarianism being already sown, it led to the organization of another and separate church in the same community, known as the Trinitarian North Church. Rev. Stearns closed his labors with the Unitarian society April 16, 1838, but this society was on the wane. Rev. Robert F. Walcut, afterward a prominent abolitionist; Rev. John B. Wight, Mr. Maynard, and Mr. Chandler, each served the ancient parish; but it had no settled minister after Rev. Stearns.

The meeting house of this old parish was enlarged in 1761, and again repaired in 1804; and in 1838, after the division in the society,

it was demolished and a new church erected on the site. This building of 1838 is the one now a livery stable.

The Trinitarian North Church was supplied for several years and Rev. Daniel Kendrick was settled September 1, 1839. But the organization was of short duration, the Methodists in their services occupied the edifice, the members of the Trinitarian Society uniting with them. This arrangement continued until 1866, when for the purpose of uniting the religious elements of the community, the Union Church of Christ was organized, of which Rev. F. Hebard became the pastor and served during 1867. The pulpit was filled by J. W. Tarlton in 1868; by Mr. Barrows in 1869, 1870; Mr. Price in 1871; Ogden Hall in 1872, and J. H. Allen the balance of the year; Mr. Swinerton came in 1876; Mr. Spooner in 1878; Annie H. Shaw, 1879; C. L. Adams, 1885; C. W. Harshman, 1886; J. L. Hillman, 1888 and Mr. Lough in 1889.

On the first of December, 1888, the young people of this society organized the Y. P. Society of Christian Endeavor, with thirty-six members.

The Second Congregational Church was established at South Dennis in 1795, and a meeting house built which was supplied for a time by pastors from the North Church. In 1815 a committee was appointed to make a dividing line between the parishes, which was "to begin on the Chatham road on the Yarmouth line, then easterly by said road to the house of Seth Bangs, then still easterly to the Brewster and Harwich line near the north side of White pond." On the 16th of June, 1815, this church was organized as the Second Church, and Rev. John Sanford was called to preach. He was ordained December 30, 1818. The church had twenty-nine members, and Mr. Sanford was to officiate one-fourth of the time at Harwich; but before his dismissal in 1837 the society became of sufficient strength to obviate the necessity of this dual labor. Mr. Sanford was succeeded, February 13, 1839, by Rev. Thacher Thayer for two years, then by J. Jennings as a supply, until 1843, when Rev. John H. Pettingill was ordained. In 1849 Rev. Richard Tollman was ordained and was succeeded in December, 1852, by Isaiah C. Thacher. December 10, 1856, Rev. William H. Sturtevant was installed and dismissed in 1860. Supplies—Rev. McLean, Stone, and others—filled the pulpit for a few years. In 1870-74 William C. Reed filled the pulpit, and after supplies for two years C. M. Brainard was called. He was succeeded in 1879 by A. Dodge, and he in turn by other supplies. In 1889 Mr. Atwood supplied the pulpit.

South Dennis had a small society of Universalists about 1850, their meeting house being just north of L. M. Gage's present residence. After a few years the society discontinued their services, converting

the house into a hall, which was subsequently purchased by Doctor Ginn, who removed it to Dennis Port, and converted it into a store.

In 1795 there was a small meeting house on the east side of Follen's pond, at which five families of Friends belonging to Dennis, with others from Harwich and Yarmouth, worshipped. This long ago disappeared and the worshippers, if any, belong to the present Yarmouth preparative meeting.

At Dennis Port the religious community have organized various sects in the past. In 1842 an edifice was built, ostensibly for the Methodists; but another name was assumed soon after, which in turn was discontinued. The church building is now the residence of Augustus Howland. Some of the members of the former organizations are, perhaps, now in the Reorganized Church of Jesus Christ of Latter Day Saints, of which organization there are fifty members. They built a church edifice in 1877 south of Main street.

The present active religious denomination at Dennis Port is the Free Independent Church of Holiness, established January 16, 1885, in its present form, and numbers forty-eight members. They had a suitable place of worship that was burned during a revival in February, 1884; and in 1885 it was replaced by an academy building from Harwich. The pulpit is filled by pastors from the neighboring Methodist Episcopal churches.

At West Dennis in 1836 the Methodists erected an edifice, which for years was the place of worship for the Reformed Methodist Society. Rev. Mr. Swift, Isaac Dunham, and, for several years, Mr. Upham, were pastors. The society then was changed to the Wesleyan Methodist and the pulpit was supplied by Methodist and Congregational ministers until 1871, when the Methodist Episcopal conference supplied it for two years. On the 22nd of May, 1873, after much discussion, the society adopted the regular Methodist Episcopal faith and since then the conference has supplied them with pastors. The pastor sent in 1873 was Rev. Edwin Edson; in 1875, Almon E. Hall; 1879, R. W. C. Farnsworth and Samuel M. Beale; 1882, A. N. Bodfish; 1883, Merrick Ransom; 1884, George N. Grant; 1887, Charles S. Morse; and on April 1, 1889, W. H. McAllister. The church edifice was repaired in 1858, and a steeple, bell and clock added, forming a fine church property.

The Wesleyan Methodist Society, East Dennis, organized as the Reformed Methodist Society of Dennis and Brewster in 1814, and erected in 1821 a meeting-house over the line in Brewster, where the society worshipped until 1845, when the present name was adopted. Rev. Elijah Bailey preached to the old society eleven years, and was succeeded by Elkanah Nickerson, Thomas Thompson, Asa Whitney, Pliny Brett, Alden Handy, Lorenzo D. Johnson and Joshua Davis.

In April, 1847, Edmund Sears, David Crowell, Christopher Hall and Anthony Smalley, as a committee, contracted with Thomas Crocker to build the present Methodist church in East Dennis. This is now in use by the Wesleyan Society of East Dennis, formed in 1845. The pastors of the last organization have been: Palmer Brown, John Tate, William R. Tisdale, Solomon P. Snow, Benjamin Eastwood, Shadrack Leader, A. P. Burgess, William Leonard, Ernest Leasman, A. D. Knapp, George Wright, Warren Applebee, Annie H. Shaw, William A. Brewster, A. H. Briggs, Henry E. Wolfe in 1887, and J. N. West from 1888 to 1890.

CEMETERIES.—In a town as old in its settlement as the territory of Dennis, these resting places for the dead are necessarily numerous. In the north part are the Worden, Sears, Howes, Hall and Paddock burying places, being private family grounds; also a general burial ground at East Dennis, and another at Dennis. At South Dennis we find one old one, and one at the Congregational church; at Dennis Port, one; and another at West Dennis. Two ancient grounds exist—the Indian, on the shore of Scargo lake, and that of the Friends at Follen's pond. Most of these are kept in proper condition by the town. The Howes, the Sears and the Paddock families have erected substantial stone fences around their grounds. The Indian cemetery has been enclosed with a stone and iron fence, at a cost of \$160, and within the enclosure some of the skeletons recently found have been carefully buried. No Indian bodies have been buried there for a century, and in it no whites have ever found a resting place.

SCHOOLS.—In accordance with the custom of the Puritans, a school was established as soon after the erection of the meeting house as circumstances would permit. The first record of any steps taken by the old town was in 1693. That year Joseph Howes, John Howes [Hawes], John Miller and John Hallett were appointed in open town meeting as a committee to agree with some fit person to teach school. This school was to be "kept in five squadrons." Three of these were in Dennis; the Nobscusset division was to have school from January fourth to April tenth, 1694; from Widow Boardman's to Satucket mill or river the school was to be kept in a central place, from April 11th to June 19th, the same year; and another division, including the south part of Dennis, from Thomas Follen's along the east side of Bass river, was to have the teacher from June 20th to July 17th—the latter less than a month for a year's schooling.

Thus were the public schools of Dennis commenced. In 1699 there was no school, and the proper committee were instructed to "look out for a schoolmaster." How business-like the primitive fathers were; for at the same meeting that provided for the schoolmaster, the bounty on wolf-scalps was arranged. In 1700 John Clark taught the school by

divisions, the only improvement in conditions being that he was to have his horse kept, and the rooms were hired, to keep the several schools in, instead of being such as could gratuitously be obtained.

In 1707 the school was kept at Nobscusset half the year. In 1711 Mr. Jaques was hired "to keep an English school to teach children to read, write and cypher." In 1712 the same gentleman received twenty-four pounds for a yearly salary with five shillings per week for board. The salary was twenty-six pounds in 1716, and he went about the town as before. This salary was for the entire old town. In 1730, after a period of neglect, the school affairs had become better settled, improvements were made, and two teachers were employed—still traveling from division to division. In 1770 school houses had been erected at Nobscusset and Quivet Neck, and the town of Dennis, when erected, had as many districts or divisions as the entire territory of both towns the century before. The original East Dennis school house was built in 1769 near the present site of Worden Hall. It was warmed by the old fire place, and not until its successor was erected in 1826 was that wholesome luxury exchanged for the first school house stove.

November 6, 1794, Dennis appointed a committee to apportion two hundred dollars among the districts, and in 1797 the sum of \$333 was apportioned. In 1810 the public schools were in a flourishing condition, and in 1829 four hundred dollars was appropriated to the several districts. These sums were but a small part of the actual school expenses—the balance coming from private tax. During these years the demand for more advanced schools induced teachers to open several select schools through the town which continued until the better grade public schools met the full demand. In 1836 the town paid \$850 for schools, and good houses were erected as the first ones became unsuitable.

The progress of the schools need not be given so closely in detail, during the memory of the middle-aged citizen, and the advancement of fifty years will be evident by the present status. In 1887 the town supported five grammar schools, two intermediate, and six primary. Each of the five villages had a good school building, of sufficient size to accommodate the several departments. The books and supplies were being furnished by the town, and uniformity of books and rigid classification had worked wonders. Every department had been kept in session $8\frac{1}{2}$ or nine months of the year, with an average attendance of over ninety per cent. of those registered. In 1888 the number of schools was thirteen: at Dennis, one grammar and one primary; East Dennis, one grammar and one primary; South Dennis, one grammar and one primary; West Dennis, one grammar and one intermediate and one primary; Dennis Port, one grammar, one intermediate and

two primary departments. In the year 1888 the amount paid out for school purposes was \$6,298.25. In the same year 572 pupils attended these schools. At the town meeting held February 11, 1889, the committee recommended the appropriation of fifty-four hundred dollars for the schools, books and supplies. The annual town meeting of 1890 ordered sixty-six hundred dollars for the schools, and provided for the equipment of a high school to be located at South Dennis.

CIVIL HISTORY.—Nearly all the remaining common lands were laid out and apportioned to the proprietors in 1797, and the site for the burying ground near the North church was at this time given. The committee to lay it out consisted of Peter Sears, Daniel Howes, Judah Paddock, Daniel Eldridge and Jeremiah Howes.

In 1805 the town refused a permit to build a bridge across Bass river, but in after years bridges were placed. In 1814 Daniel Howes and others were permitted to build a stone and timber pier, six hundred feet long, on the east side of Nobscusset point. From this was incorporated the Nobscusset Pier Company, and from here the North Dennis fishing business was carried on.

The civil arm of the body politic was raised against intemperance in 1818, and that year, in town meeting, steps for controlling the taverns in the sale of intoxicating liquors, were first taken. The town, during the war of 1812, had fully complied with all the requirements of the government, and in 1814 the town took precautionary steps to repel threatened invasions. The salt fields and apparent thrift of the Dennis people were the envy of British privateers; but promptness and determination went far in warding off the enemy. Among other actions of the people in a public way, was, in 1825, to take steps for opening a canal from Flax pond north to the bay; a committee was appointed and strong measures taken, but without success.

The following list shows the years of first election and number of years of service for each of the town's representatives who served more than one year: 1794, Micajah Sears, 3 years; 1800, Joseph Sears; 1802, Judah Paddock, 9; 1812, Zenas Howes; 1813, Samuel Chase, 3; 1814, John Paddock; 1816, Daniel Howes, 2; 1821, Oren Howes, 11; 1829, Zoheth Howes; 1832, John Baker; 1833, Thacher Clark and Joshua Wixon, jr., each 2; 1835, Seth Crowell, 4, and John Nickerson; 1836, Stephen Homer, and Jonathan Nickerson, 2; 1837, Daniel Hedge and William Hinckley; 1838, Seth T. Whelden, 2; 1840, Samuel Rogers, 2; 1842, Alexander Howes, 2; 1844, Nehemiah Baker; 1845, Joseph K. Baker, 2; 1847, William Howes, 2; 1849, Obed Baker, 2d, 2; 1851, Thomas Hall, 2; 1853, M. S. Underwood, 2; 1855, Joshua C. Howes, 2; and in 1857 Luther Studley.

The first selectmen for 1794 were Jeremiah Howes and Joseph Sears for 11 years each, and Jonathan Bangs for 14; in 1805 Enoch Hall

was elected and served 12 years, and Daniel Howes 10; in 1806, Daniel Eldridge; 1808, Samuel Chase, 8; 1809, Nathan Crowell, 7; 1816, Perez Howes, 2; Lothrop Howes, 2; and Jonathan Nickerson, 19; 1818, Prince Howes, 3; and David Crowell; 1819, Thacher Clark, 12; 1821; Oren Howes, 14; 1834, Eleazer Nickerson; 1835, Abijah Howes, 3; 1836, Obed Baxter, 2; and Seth Crowell, 4; 1838, Nehemiah Crowell, 8; and Alexander Howes, 3; 1839, Edmund Sears, 5; 1841, Uriah Howes, 3; 1844, Charles Howes; 1845, Thomas Hall, 10; 1846, Benjamin Thacher, 3; 1848, Stephen Homer; 1849, Obed Baker, 2d, 9; and Joshua Wixon, jr., 5; 1851, David Howes; 1852, Atherton H. Baker, 3; 1855, Joseph K. Baker, 4; and James S. Howes, 5; 1858, Shubael B. Howes, 3; 1860, Joshua C. Howes, 9; 1861, Elijah Baxter, 4; and Alvan Small, 10; 1865, Nehemiah Crowell, 2; 1866, Thomas Hall; 1867, Doane Kelley, 2d; and Luther Fisk, 3; 1869, Isaiah B. Hall, 11; and Warren Snow, 10; 1875, David Fisk, 4; 1877, Joshua Crowell, jr., 7; 1878, Sylvester Baker, 11; 1881, Hiram Loring; 1883, Henry H. Fisk, 4; 1887, Edwin Baxter, 4; and Henry H. Sears, 4; 1890, Ebenezer B. Joy. The chairman for the board of 1890 is H. H. Sears.

The town treasurers and clerks, each serving until his successor is elected, have been: Elisha Bassett, elected in 1794; Nathan Stone, jr., in 1798; Nehemiah Baker, 1831; Isaac Howes, 1836; Alvah Nickerson, 1837; Watson Baker, 1843; Marshall S. Underwood, 1855; Isaiah Nickerson, jr., 1858; Jonathan Bangs, 1865; Obed Baker, 2d, 1870; Charles G. Baker; 1883; and Watson F. Baker, elected in 1887.

VILLAGES.—Dennis, or, as it is sometimes called, North Dennis, comprises the northwest part of the town, and was the ancient Indian settlement of Nobscusset, of which Mashantampaigne was the sachem. Here was located the ancient East parish meeting house of Yarmouth; and here, on the east, is the noted Scargo hill, whose sight is so welcome to the mariner. This village was early settled by Thomas Howes and others, whose residences were around an old fort, built for protection against the Indians. The village has the beautiful Scargo lake, and the dwellings of the present day indicate wealth and thrift. In 1800 it contained fifty two dwellings, twenty-three clusters of salt works, and eight vessels engaged in fishing and coasting. It contains many more dwellings now, and the salt works were long ago abandoned. The two old wind mills have also succumbed to the march of improvement. When these mills were erected is not definitely known, but it was long before the dawn of the present century. The north one, which was built about 1754, and owned by Lot Howes, stood near John M. Stone's residence, and was subsequently owned many years by Abner and Oren Howes, who sold it to Edmund Matthews in 1869. He removed it to the shore of Scargo lake, where the Bleak House observatory now stands, the same year, and again

started grinding in 1870. After five years he took the mill down, and all that is tangible at this date are the mill stones, which are doing service at either door of Mr. Matthews' residence, near the post office. The south mill stood just west of the burying ground, and was taken down in 1874 by Rufus and Edmund Howes—the last owners. Aaron Crowell, a gentleman of four-score years, and an old resident here, remembers that in his boyhood these old mills looked as weather-beaten as when taken down.

This part of the town also was engaged in ship-building. The *Sally and Betsey* was built at Corporation wharf, in 1811, by Aaron Crowell, sr., who also built the *Five Sisters*. The sloop *Sally* was built near Bass hole by the Brays in 1817. Jeremiah and Aaron Crowell built the *Star* in 1839, and the *Bridge*, built by the Shivericks at East Dennis, was owned and manned by the people of the north village.

In the terrible gale of 1841 four Dennis vessels were lost, and of their crews, including twenty-one Dennis men, not one was saved. Of this number, eight out of a crew of nine of the schooner *Bride*, whose bodies were recovered, found Christian burial upon land, the coffins of six of them being placed side by side in the village church at one time, and the members of seven families gathered in one common service of mourning for the loss each of one from the household. The wreck of the *Bride* was brought from Provincetown back to Shiverick's shipyard and again made ready for the sea by the same firm which built her. The *Hopewell*, a fishing vessel of thirty tons, was built about the middle of the present century, near where Rev. Dennis once lived, in the road that leads to Nobscusset harbor. It was built by Joshua Baker, and after much trouble was moved to the water.

The present county road forms the principal street of this village, and along it the early ordinaries were found. Where Mrs. Moses Howes now lives was an old-fashioned two story tavern, kept by Joseph Hall before 1784. About the same time there was a tavern kept by Obed Howes, where Harvey Howes now lives. Obed Howes' father, called "Great Sam," had kept it prior to Obed. Henry Hall's tavern, with its sign of a black horse, was opened just prior to 1800, and stood where Howes Chapman now lives. In 1871 James Humphrey built up the Cape Cod Bay House, which was the Minot House removed to Nobscusset. It was used as a hotel for several years in that condition; the present Nobscusset House here is noticed fully at page 155.

The observatory built by subscription a few years ago on the summit of Scargo hill, is one of the places of interest. It stands where a former observatory was prostrated by a tempest.

The mail for this part of Dennis was delivered from the Yarmouth

post office until 1797. Nathaniel Stone, jr., who kept the office at his house for many years, was the first postmaster, being appointed May 4, 1798. He was succeeded, September 1, 1836, by Nehemiah Y. Hall, at his house, who in turn was succeeded, July 16, 1853, by Howes Chapman, who built and opened a store on his premises, where he also placed the office. In 1857 Obed Howes was appointed and moved the office to the store of Prince Howes. Howes Chapman was reappointed in 1861, and again kept the office at his store. Luther Hall was appointed in 1873, keeping the office at the store of his father-in-law, Howes Chapman, until August, 1886, when E. C. Matthews was appointed, who removed the Chapman store and the post office to its present site.

Places of business that could be called stores were carried on here a century ago; but of the first little is known. Oliver Crowell and more than one of the Howes family had very early stores. That kept by Samuel Howes was within the recollection of old residents. Isaac Hall and later, Frederick Hall had an early store on the shore. Prince Howes, Freeman Hall, Zebina Howes and Oren Howes were merchants here. Howes Chapman erected a store on his premises in 1845, and here he and Joshua C. Howes then commenced business as Chapman & Howes. In 1847 this firm, with William Crowell and Jeremiah Hall, opened a fishing business at Corporation wharf, as Howes & Crowell.

Ten years prior to this, James Howes, an enterprising citizen, had established the first fishing business at this point, and remained in active management of a business there for twenty years or more. In 1852 the firm of Chapman & Howes dissolved, Mr. Chapman remaining at the old place and Mr. Howes removing to the wharf. In 1856 the firm of Howes & Crowell dissolved, and Joshua C. Howes purchased the entire fishing and store business at the wharf. Six years later he removed the store to his residence, continuing at the wharf, until 1864, the sale of coal and lumber. In 1886 E. C. Matthews purchased the business of Luther Hall, who had succeeded Howes Chapman, and removed the building across the street to the present post office site. In 1887 James H. Davidson also started a store and tin shop west of the burying ground.

The public hall here, now known as Carlton Hall, was originally built in 1820 by the Methodist Society, and was occupied by them as a place of worship until 1847, when the Methodists and Trinitarian North church united in the purchase and use of the present Union church building. At that time the Methodist building was converted into a hall and used in part for school purposes. The private school which was kept in it led to the use of the name Academy Hall, which it bore until 1865, when a company of citizens purchased and trans-

formed it into its present proportions. Since that time it has been known as Carlton Hall. The committee in control for 1890 consisted of Luther Hall, Edmund C. Matthews and Howes Chapman, with Luther Hall secretary and treasurer.

In 1873 the Dennis Library Association, now having 735 volumes, was organized, electing the officers in March, annually. Moses Howes was president of the association until 1886, when Laban Howes was chosen. The trustees are: Thomas P. Howes, Howes Chapman and Joshua C. Howes. Miss Flora Howes has acted as librarian and secretary for the last fourteen years.

This is the oldest and most historic village of the town, but is less important in its business relations than younger villages on the south side of the town. The remains of the old Corporation wharf, east of the Nobscusset House, the old burying ground, and the historical fact of its being set off into the East parish in 1721, are the reminders of former importance. It is the type of a beautiful, rural village nestled between the high ridge of land and the bay.

East Dennis embraces the continuous settlements grouped on Sesuet and Quivet necks, and extends east of Scargo hill. The village is beautifully scattered along the main road leading to Satucket in Brewster, and includes some more sparsely settled neighborhoods. Both necks of land are pleasantly situated, and they excel in fertility. It was here that John Sears, in 1799, after many improvements, obtained a patent, and rendered much assistance to persons engaged in solar evaporation. The manufacture commenced here as early as 1776. The entire surface of Quivet neck adjoining the bay, and the greater part of Sesuet, were covered with vats. Of the Sears and Crowell families, the first on the neck, nearly all the heads engaged in this work. Edmund Sears started his works in 1795 and his son, Edmund, in 1818. In 1803 John Sears, William Crowell, John Crowell and the elder Edmund Sears started an improved set of evaporators and covers on the eastern part of Quivet neck; and one day when they were discussing a proper name for the works, William Crowell suggested the name "John Sears' Folly," which was adopted. In 1804 Jacob Sears built works. Daniel Sears in 1821, and Nathan F. Sears in 1823. Others who were interested were Joshua, Ezra, Thomas and Elkanah Sears, sr. and jr.; also Joseph, Edward and Major John Sears. Of the Crowells we find David, Daniel and Isaac were early manufacturers. Later, others of the Sears family—Elisha and Constant, and Joseph Sears of Brewster, had works on Quivet neck. Ten thousand feet in East Dennis were owned by Kenelm, Isaac, Abraham and Nathaniel Winslow, and Isaac, Abraham and John Chapman owned and run other works here. Still later and further west we find Lothrop Howes, Judah Paddock and his son,

and Enoch and Daniel Hall engaged in the manufacture of salt. On Sesuet neck David, William and Eli Howes, Nathan Crowell, and later Asa Shiverick, had works.

It is easy to conjecture the dotted appearance of three miles of shore when the reader has read the list of enterprising men who successfully operated these plants, which, with their owners, have passed away. One, built by John Sears in 1821, and purchased of B. H. Sears in 1857, is yet to be seen, just east of Quivet harbor. William Sears, an intelligent old gentleman of eighty years, purchased them and during the summer of 1889 made salt. Barnabas H. Sears also has another works on the extreme east end of the neck. Formerly this industry was a profitable one, for the salt was easily transported by vessels to Boston markets.

Ship-building was also a prominent industry. The pioneer in this was Asa Shiverick, who early learned the art from Jeremiah Crowell in the west part of the town. In 1815 Mr. Shiverick built a schooner, and in 1816 he built the *Polly* for David and Isaiah Crowell and Joseph and Ezra Sears. In 1820 he built his first residence on Sesuet neck and engaged in ship-building near by on his own land. The next vessel of importance was the top-sail schooner *Atlas*, in 1829. This was in part built from the vessel *Atlantic* that, loaded with flour, had been cast ashore on Sesuet neck and abandoned. In 1835 and 1838 he launched five vessels. One was the schooner *Hope Howes*, and another the brig *Giraffe*. In 1821 he assisted in building a packet for Edmund, Jacob and Judah Sears, which they used between East Dennis and Boston, and which was sold in 1832. His sons, David, Asa and Paul Shiverick, were with him in the business, building the schooners *Bride*, *Grafton*, *Watchman*, *John B.*, *West Wind*, *Walter C. Hall*, *Joseph K. Baker*, *Watson Baker*, *Searsville* and others.

They afterward, between 1850 and 1862, built eight ships, which were successively named *Revenue*, *Hippogriffe*, *Belle of the West*, *Kit Carson*, *Wild Hunter*, *Webfoot*, *Christopher Hall* and *Ellen Sears*. The first of these was sailed to Boston to be rigged, using only a temporary square sail to give the ship headway; and the others were towed there by steamers for the same purpose. These vessels were built on the meadow just east of the present residence of David Shiverick. They were commanded and manned by men from Dennis.

The old windmill, dismantled and without wings, standing on the hill south of the village, is a monument of the past. It was built in Yarmouth by Gideon Gray and Thomas Sears in 1766. In 1775 it was brought to its present site by John Chapman, William Crowell, Peter Sears and Edmund Sears, who had purchased it. Afterward John Chapin and Isaac Crowell owned it. Abraham Chapman then bought a controlling interest and it was run by him and his children

till 1869, when lightning injured the machinery and it—the last grist mill here—was abandoned.

The places of trade that naturally were open here soon after 1800 could be called stores, for they supplied the wants of the people. Thacher Clark had one during the war of 1812 and many years afterward. James S. Howes followed him in 1842 by a store in that part of the village, commencing in a building on the southwest corner of the premises owned by Mrs. Lydia H. Hall, and in 1854 built his present store, which has since been the post office. The lean-to of the house now occupied by Henry Dillingham was built for a store in 1820 and was kept by Zachary Sears, and later by his wife, Olive, for many years. In 1849 Stillman Kelley came from Harwich and started here in a store and in the fishing trade. In 1850 Seth Sears went into partnership with him, enlarging the business by the purchase of six new vessels for fishing and coast trade. A general store was opened at the wharf by this firm, and about the same time Eben Howes built and opened a store, which H. H. Sears & Co. now occupy. In 1852 Nathan Sears became a partner with Kelley & Sears, and the business was further increased, they having at one time thirteen vessels in mackerel and cod fishing and the coasting trade. Seth Sears died in 1857, and the remaining partners soon after purchased the store of Eben Howes and transferred their stock to it from the store at the wharf. In 1875 they sold to H. H. and Paul F. Sears, who continue to deal in coal, lumber, grain, flour and general merchandise, as long ago established, the heavy articles being kept at the wharf and the lighter at the store. Mr. Kelley brought the first coal by vessel in 1851, and the coal yard of the present firm is an important factor of their trade. The same may be consistently said of the lumber yard established in 1852. The present firm of H. H. Sears & Co. run a fine vessel in their own coasting trade. In 1849 Barnabas Sears kept store for Paul Sears for a short time. Three stores were supplying the people in 1889, kept by H. H. Sears & Co., James S. Howes, and David H. Sears, jr.

This scattered village received its mail from Dennis prior to 1800, and still earlier from Yarmouth, but on January 2, 1828, Thacher Clark was appointed postmaster and for many years kept the office in a store at his house. He resigned, and Judah Paddock was appointed March 6, 1838. After a little, Mr. Paddock built an office on the corner of the street just west of the present office, where he kept it until June 19, 1849, when Lothrop Howes, jr., was appointed, moving it to the store of his brother, James S. Howes. He died in 1888, and was succeeded September fifth, by James F. Howes.

Worden Hall, so named from the original owner of the site, was erected in 1866, by stockholders, and in 1867 the association was per-

fectured. F. D. Homer was clerk and treasurer until 1884, and C. Walter Hall, since. About the time this hall was built William F. Howes originated and perfected the plan of a library association, which met at private houses for a short time; but in 1870 Nathaniel Myrick donated to the association the sum of five hundred dollars, which furnished a broader basis of operation. The association was re-formed that year and the library moved to the new hall. Captain Prince S. Crowell by will left five hundred dollars more to the association. The library now numbers twelve hundred volumes and suitable additions are annually made. The name given is the East Dennis Association Library. Officers for 1889: Joshua Crowell, president; David Shiverick, secretary; Nellie L. Crowell, librarian and treasurer; Mrs. M. J. Howes, Samuel Chapman, and George P. Howes, trustees.

East Dennis has many places of interest, sought by the summer visitors. One old house built in 1711, by one of the ancestors of the Sears family, is a memento of the past. Abraham Chapman lives in another house, built in 1740.

Those olden days were days of labor and cheerfulness. With the decline of maritime enterprises came the cultivation of cranberries, in which Dennis as a town has become prominent, as more fully appears at page 147. How changed the habits of latter generations from those of the fathers, who, not content with chasing the monsters of the deep in Arctic seas, had a whale house erected just west of Sesuet harbor, and there watched for the whales in the bay; and when one was espied, how the boats swarmed out to capture him!

South Dennis is the middle village of the three south of the railroad, and extends from the road along Bass river to West Dennis. It was the term formerly applied to the entire south part of the town, but two other brisk villages have usurped the greater portion of the territory. South Dennis is the railway village of the town, and consequently will occupy an enviable position, although of less importance in business. It is a model of rural loveliness, and its long, crooked street is a charming drive. The settlement of the present village very soon succeeded that of the north villages, and the consequent rivalry in church was manifested. The town clerk's office is here, and near by is the town house and the poor house. The pleasant residences give ample evidence of thrift and enjoyment. Bass river upper bridge here gives traveling facilities to the westward.

The building of vessels of small tonnage and the manufacture of salt were quite extensively engaged in early in the present century, but the evidences were long ago extinct. The Baker family were prominent, and fifty years ago were doing so much of the business that the settlement was called "Bakertown." Joshua Baker had a store; Peter and John Baker also kept stores, and Peter kept a tavern.

The old wind mill, the three stores, the tavern, and the fishing vessels of the Bakers made it a lively center. The wind mill near Grand cove was the scene of many important telegraphic communications. It stood on the knoll northwest of L. M. Gage's present residence, and its upper port holes, or windows, commanded a view of the high land in the north part of the town, on which a flag was hoisted when a Boston packet was entering NobsCUSset harbor. As soon as the lookout in the wind mill saw the flag, he went to a pole erected on the triangular piece of land between the highways, near Mr. Gage's, and hoisted a flag, which communicated the news to West Harwich, South Yarmouth and the remaining portion of Dennis, that the "packet was in." They told of the departure of the packet by hoisting the day before it sailed a ball or barrel. These messages, delivered many miles so rapidly and effectively, are yet remembered by the more aged, who, in those days of no railroads, went to North Dennis for their goods at the first mentioned signal, and at the second carried to the packet produce and articles of exchange for the Boston market.

Peter Baker had a tavern here early in the history at the village, and Elkanah S. Baker started another in 1868 in the premises opposite L. M. Gage's. This was discontinued at his death in 1884. Mrs. L. B. Nickerson still keeps the Nickerson House—a tavern started in 1875 by her husband, who died in 1883.

The later stores have been generally kept by the Bakers. In 1862 Reuben and Jethro Baker opened a store, which was sold to Watson F. Baker, in October, 1874, and it is yet a principal store of South Dennis. Marshall S. Underwood kept a store where the post office is until his death, in 1873, and Charles M., his son, continues it. Charles G. Baker has a general store by the depot.

The mail was delivered to the citizens of the south part of North Dennis until January 9, 1822, when Miller Whelden was made the first postmaster at South Dennis. Eleazer Nickerson was appointed December 15, 1828, postmaster for South Dennis, and received the mail at Miller Whelden's house, where Charles Baker now resides. Whelden was his assistant in carrying the mail and waiting upon the people. Watson Baker was postmaster from January 21, 1847, and had the office a short time in the present Liberty Hall, and May 29, 1869, Marshall S. Underwood was appointed, moved it to the present site, and in 1873 was succeeded by Charles M. Underwood.

Liberty Hall was once a store occupied by Baker & Downs. In 1844 it was moved to its present site by Watson Baker and Isaac Downs; then it was sold to Collins C. Baker, for Joseph C. Baker, who sold it twenty years ago to a stock company, which transformed the upper floor into a convenient hall. The Good Templars meet in the hall, and although only organized February 7, 1889, with twenty-two members, they had increased to sixty-six in the third quarter.

West Dennis is a thriving village in the extreme southwestern part of the town, and is separated from and connected with South Yarmouth village by the lower Bass River bridge. Much of the business is done, and many of the business men of West Dennis are interested, at South Yarmouth. In fact the villages of South Yarmouth, West Dennis, South Dennis, Dennis Port and West Harwich together form a continuous, beautiful New England village. The oldest settlers well remember the first ferry across the river just below, and which was superseded by the present bridge. The bridge was first the property of certain stockholders in West Dennis and South Yarmouth, and toll was taken for crossing; but about 1870 it was made free to the public, Dennis purchasing four-elevenths, Yarmouth four, Harwich one, and the county two-elevenths. The Bass river at this point is wide, and the bridge is a long and important structure, having a drawbridge for the passage of vessels. On the Dennis side of Bass river, salt works were once numerous, and John and Barney Baker were the principal owners. Small vessels were built in the vicinity, and this village has for many years sustained a large share in the business of coasting and fishing. About 1854 Elisha Crowell and Luther Studley built here the schooner *West Dennis*, the brig *John Freeman*, and another schooner, probably the *Sylvanus Allen*.

From the conflicting statements of those who can date from memory only, it is impossible to chronologically arrange the names of merchants of the past century. This part of Dennis was first served by stores at what is now South Dennis. In 1871 Hiram D. Loring opened a dry goods and grocery store in West Dennis, and in 1885 added boots and shoes to his stock. In 1889 he purchased the dry goods and clothing stock formerly belonging to John L. Crowell, 2nd, and now is proprietor of both stores. The store now occupied by T. T. Baxter was formerly owned by Uriah H. Crowell and occupied by him as a general store. February 10, 1872, the business and building were purchased by Baker & Baxter, who added furniture, carpets and harness-making to the other business. After two years Thacher T. Baxter became sole proprietor. The store building was enlarged by Baker & Baxter, and since T. T. Baxter owned it an important addition has been made almost every year, until it now is a large block with many departments and classes of goods. George L. Davis opened a hardware store here, which he continued until his death in 1876. The same year S. A. Chase opened another hardware store just east of Baxter's Block, and in 1883 he purchased Thacher's Hall and moved it to the site he now occupies. In 1888 he added to the building, making it a commodious and central place for his business. The first regular jewelry store in the town was opened in 1879 by John Baxter, on the corner where Thomas Baxter formerly sold boots

and shoes. Fancy goods have been added to the stock of watches and jewelry. In 1864 Luther Fisk and Andrew Baker built the present grocery store of Calvin F. Baker, where the business began. Fisk sold to Joseph Eldridge and the business was conducted by Eldridge & Baker, then by Z. T. Gage. William Kelley succeeded him, and he in turn was succeeded by Mary E. Gage, who in 1883 sold to Calvin F. Baker. Joseph F. Thacher in 1864 built and opened a shop for the wheelwright trade, and in 1870 added, with a stock of painters' supplies, the business of undertaking. After his death, in 1880, C. N. Thacher, his son, continued the business.

On the knoll adjoining Grand cove Judah Baker built a wind grist mill in 1803. This was of great importance at that day, and it served the public many years under the control of the builder, who was succeeded by his son, Peter, until just before the civil war, when it was removed to South Yarmouth by its purchaser, Freeman Crowell. In 1884 Thacher T. Baxter built the steam grist mill now doing efficient service in West Dennis. The power being sufficient, in 1886 Sears Crowell placed in the second story of the mill, six tack machines, and in 1887 four more. He and Mr. Baxter did business as the West Dennis Tack Company, until the fall of 1889, when the machines were sold and removed.

The Casey Brothers' shoe factory was incorporated in 1887 as a stock company. A building, forty by one hundred feet, and three stories high, was erected. The stock is in 240 shares held by forty-eight persons. The building and machinery are complete for its business, and one hundred hands find employment, manufacturing ten thousand cases of foot wear annually for the western trade. Edwin Baxter is president of the company and William B. Bowne treasurer. John A. and James E. Casey are the efficient managers. The machinery is operated, the building heated, and ample fire pumps run by steam power.

The citizens here went across to South Yarmouth for their mail until February 22, 1833, when Luther Child was appointed postmaster and kept the office at his house. Salmon Crowell, jr., in June, 1853, was appointed, and also kept the office at his residence. In 1861, Zadoc Crowell was made postmaster, keeping it in his store by his dwelling, until Salmon Crowell was re-appointed in 1872. He removed the office to the building that was burned in 1884. In 1881 Hiram D. Loring was made postmaster and kept the office at his store until 1886, when in May he was succeeded by Allen S. Crowell. The office then was moved to the harness shop of S. F. Baker. Mr. Crowell was postmaster three years, being succeeded in May, 1889, by James H. Jenks, jr. Mail is received twice daily, from the South Dennis railroad station.

In the spring of 1888 a lodge of Royal Good Fellows was organized

with sixty members. The society meets monthly in Chase's Hall, and now numbers seventy-five members. Sylvester F. Baker was the chief officer for 1889, and Harvey Jenks, secretary. A lodge of Good Templars was organized October 16, 1888, with twenty-five members, which increased within one year, to ninety-four. These, with the usual W. C. T. U., and society of Christian Endeavor in connection with the church, constitute the present social organizations. In 1854 a lodge of Masons was organized here, called the Benjamin Franklin. Meetings were held for several years in the second story of what is now John Freeman's dwelling, but so many members were sea-faring men that the lodge thought best to surrender its charter and affiliated with Mount Horeb Lodge of Dennis and Harwich.

Doric Hall was in 1872 called Union Hall. A stock company purchased it in 1879, moved it to its present site, refitted it, and gave it the present name.

Bass river is navigable to West Dennis by coasters, which greatly aids in the transportation of coal, flour, grain, lumber and heavy merchandise. Hiram Loring for many years kept a packet running to and from New York, in his own business, and James Crowell now keeps and runs a packet to supply his coal yard at West Dennis. Others there are similarly engaged.

Dennis Port is easterly from South Dennis, and includes the southeast portion of the town. It once was designated as Crocker's Neck, but has been known as Dennis Port, for about thirty years, since it was so named, by Thomas Howes, the first postmaster of the village. The citizens had received their mail at West Harwich, but when this became disadvantageous they petitioned for an office, which was granted. The village is adjacent to West Harwich, the main street of both forming one continuous village. Two streets pass southerly to the sound and along these are business places. At the shore, from these streets are two substantial piers for the coasting, fishing and mercantile business.

This village was properly called Dennis Port, for it has the best maritime advantages of any of the villages of Dennis; and in the fishing and coasting business it now excels. The oldest of the wharves, the westerly one, was built in 1849 by the grandfather and father of Samuel S. Baker, the present owner. The other wharf was built in 1888 and belongs to the Dennis Port Fishing Company, of which J. P. Edwards is the representative. The company started in 1885 with four new schooners, built at Essex, and from this wharf and the fitting store kept by Mr. Edwards, three of the vessels make trips in mackerel fishing and to the Banks for cod. In 1879 Nehemiah Wixon built and opened a grocery store on the street leading to the sound.

Dennis Port has been an active fishing station since the last century, closely related with West Harwich. As early as 1810 we find a good old-fashioned store here, kept by John Payson, in a lean-to of his residence, on what is now Main street. J. P. Wixon has his old account books, which show the quaint and usual sales of rum, molasses, tobacco and wool—the dry goods of that day. Joshua Wixon, in 1833, opened a store of general goods and groceries, which he continued until his death in 1878. Barnabas Wixon also had, in 1833, on the east side of the village a store which was continued a few years until his decease. In 1856, J. P. Wixon, son of Joshua, built the store he now occupies, and after a few years discontinued the sale of dry goods and boots and shoes, continuing only the grocery department. Thomas Howes has kept a general store for the past thirty-one years in a building near his residence, Main street.

Among the later places of business, and prominent, is the store of Joseph B. Kelley, which he built and opened in 1879 on the corner of Main and Ocean streets. He had formerly been actively engaged in a flouring and grist mill, which he, with Benjamin P. Sears, Joseph K. Baker and Joseph Baker, erected in 1862 near the school house. Wheat was shipped from New York and the enterprise was given a fair trial, but was discontinued in 1865, and the building transformed into dwellings. At Dennis Port, like many points where the water communication is superior, grist mills seem to be things of the past. Even an old wind mill that Reuben Burgess ran for grinding corn, was sold and transferred to Harwich about 1874.

The largest and most extensive place of business is Ginn's Bazaar. Doctor Ginn in 1880 built a drug store for himself, and over it opened St. Elmo Hall, and in 1889 he erected a large block of five stores. This block is shown on a page of illustrations with the Doctor's residence in Harwich. Three of the stores were at once occupied by J. B. Baker, D. Chase, jr., and L. S. Burgess & Co., respectively; and the entire second story was converted into a public hall, a saloon and offices.

The general store of Samuel S. Baker, near the wharf, has quite a history. J. K. Baker & Co. built the first store there in 1854 and continued business until 1870, when it was burned. It was re-built at once, and Baker, Ellis & Co. carried it on seven years, and were succeeded by others until 1881, when it was used as a mackerel canning factory for three years. In 1884 Samuel S. Baker purchased the building, and in January, 1885, he added coal, lumber and grain to his former business, transporting his goods in his own vessels. His coal yard is the only one at Dennis Port, Snow & Rogers having discontinued theirs in 1885, after a business of several years on the street. Besides Mr. Baker's at the wharf, Alonzo Capron keeps a lumber yard

in the village. Ebenezer Kelley engaged in the lumber trade in 1871. He died September 10, 1879, and this branch was closed out by his son, O. E. Kelley, who continues the trade in hardware stores, paints and house-furnishing goods.

The fishing interest has greatly decreased for several years past, yet it is hopefully carried on. In the summer of 1888 the shad returned to this shore in great numbers for the first time in many years, and it is thought that one thousand barrels were taken.

Thomas Howes, still in business, was first postmaster, appointed July 28, 1862. He was succeeded by Foster Rogers in 1883, and I. W. Peterson in 1885. Foster Rogers is the present postmaster.

The village sustains several social societies. The Royal Society of Good Fellows—Freedom Assembly, No. 181—was organized July 6, 1888, with fifty-three members. Samuel S. Baker has been the ruling officer since, and O. E. Kelley the secretary. The Good Templars established a lodge here May 26, 1887, with eight members, which, within two years, has been increased to 116. Albert C. Kelley was the first presiding officer, and Nellie P. Sears the first secretary. The Citizens Mutual Aid Association has a membership of 222. The society is what its name implies, with the usual life insurance feature. The officers for 1890 are: president, E. B. Joy; vice-president, Nehemiah Wixon; secretary, Joshua Pierce; treasurer, Thomas Howes; and a board of twenty-six directors, including some of the leading men of Dennis and Harwich.

BIOGRAPHICAL SKETCHES.

Harrison G. Alexander was born in 1815, in Hyannis. His father, Sylvanus, a sea captain, came from Plymouth to Hyannis, where he married Harriet, daughter of Sylvanus Hinckley. Harrison G. has been a carpenter since sixteen years of age. He was married in 1837 to Rosanna, daughter of Cornelius Baker. Of their six children three are living: George, Harriet and Elizabeth.

William Allister was born in 1829, in Liverpool, England. He went to sea at the age of nineteen, and two years later settled in Dennis, where, since that time he has been a carpenter. He was married in 1852 to Susan, daughter of Edward and Joanna (Crowell) Baker. Their children are: George H. and William F. Mr. Allister is a member of Mount Horeb Lodge, also of Sylvester Baxter Chapter.

Alexander Baker, son of Sylvester Baker, and his wife Jemima, daughter of Elisha Baker, was born in 1826. He began to go to sea at the age of nine years, continuing until 1880, the last thirty-five years of the time being captain. He was married in 1850 to Mary, daughter of David and granddaughter of David Lewis. Her mother was Jane, daughter of Joshua Crowell. They have lost two sons and

have one daughter living—Almena, now Mrs. D. H. Perry, who has two daughters: Minnie R. and Eva L.

Browning K. Baker, jr., born in 1839, is a son of Browning K., grandson of Heman, and great-grandson of Judah Baker. He began going to sea at the age of fourteen, and since twenty-two years of age has been captain of coasting schooners, and is now a member of the Marine Society of Boston. He was married, in 1870, to Abbie F., daughter of Obed Baxter. They have four children: Browning K., Adelbert, John G., and Ralph H.

Calvin F. Baker, born in 1840, is a son of Calvin and grandson of Zenas Baker. His mother was Polly, daughter of Matthias Taylor, of Chatham. Mr. Baker, the only survivor of seven children, followed the sea from nine years of age until 1883, and for the last twenty-one years was master of coasting and foreign vessels. He was married, in 1861, to Sarah B., daughter of James Snow. Of their seven children three are living: James T., George A. and Allen S. Mr. Baker is a member of Mount Horeb Lodge, A. F. & A. M., and of the Boston Marine Society.

FRANCIS BAKER AND HIS DESCENDANTS.—On the 17th of June, 1641, the marriage of Francis Baker to Isabel Twining, of Yarmouth, established, in the Nobscusset territory, a family destined to play an important part in the affairs of the infant settlement, and the town of Dennis, of which it became a part. He was then thirty years of age, and probably had lived at Boston since the good ship *Planter*, in 1635, brought him from his birthplace, in Hartfordshire, Eng., to that port. Sixteen days before his marriage the Plymouth court gave him permission to take in Old Yarmouth "any land not already occupied." Under this authority they settled near Follen's pond—at the head of Bass river—when the first white man's house at Nobscusset was less than two years old. Here they lived—he until 1696 and she until 1706—rearing a family of eight children. Their descendants are scattered from the Atlantic to the Pacific ocean.

The fourth of their six sons was Daniel Baker, born September 2, 1650, who, on May 27, 1674, married Elizabeth Chase. While some of his brothers and nephews found homes in other parts of New England and the West, others perpetuated the family name on the Cape. Thus far in the development of what is now Dennis the settlements were chiefly on the north side; but Daniel and his wife made their home to the southward, where he built the original part of what is now the oldest building on the south side of the town, and which has long been known as the Judah Baker house. The second son of Daniel and Elizabeth Baker was Samuel, who was born in 1676, and on the 30th of July, 1702, married Elizabeth Berry. Their oldest son was Judah, born August 19, 1705, was married February 15, 1727, to



Howes Baker

Marcy Burgess, and died April 14, 1794. She died January 25, 1795. His grave is by that of his wife in the old cemetery near the South Dennis depot. Timothy Baker, born April 21, 1732, whose descendants, including John and Joshua, the Boston merchants, have mostly lived at Hyannis, was their oldest son. Their second son, Barnabas, was born February 23, 1734, removed to Maine, and became the progenitor of a numerous family. The third son of Judah and Marcy Baker, born March 23, 1743, bore his father's name, and lived in the ancestral home above mentioned, departing this life September 29, 1810. His wife, whom he married in February 1765, was Mary Look, of Marthas Vineyard. She was born September 3, 1744, and died July 29, 1810.

It is not our purpose to trace their eleven children and their numerous descendants, except to notice their second son, Judah, who remained at the homestead, and, with some of his descendants, maintained their identity with the town of Dennis, although four of his six sons settled in the city of Boston. This Judah, the third of that name in the direct line, is better distinguished by the title of Captain, which alludes to his relation to the militia during the war of 1812, as well as to his command of vessels. He was born October 2, 1771, and on March 6, 1798, married Mercy Howes, of North Dennis, born March 18, 1779, she being in direct line from Thomas Howes of 1639. Captain Judah was an important character in his time, and was educated beyond the average of his day. He taught others the art of navigation, and was himself a successful master mariner. On land he was a practical surveyor, and in a day when the average seaman was not so well educated as now, he was often useful in the community in adjusting the accounts of their voyages. He was drowned in Vineyard sound June 10, 1830. His wife died October 7, 1865. They had six sons and four daughters, of whom Philander is the only survivor. Their oldest son, Howes Baker, was born September 12, 1801, and at the age of twenty-two married Persis Allen, of Harwich, born January 21, 1803. She was a daughter of Elisha, and granddaughter of John Allen, whose father, Rev. Allen, a Scotchman, once pastor of a church in Salem, was lost at sea on a voyage to Edinburgh. This Howes Baker followed the sea from boyhood until his early death—October 30, 1849. His children were nine daughters and two sons—Captain Howes Baker, now of South Dennis, and Alpheus H. Baker, of Brooklyn, N. Y. These eleven children were born near the historic old house, on land that belonged to their ancestors since previous to 1680.

Howes Baker, the oldest son, a descendant through his mother from Stephen Hopkins, of the *Mayflower*, was born there February 8, 1828, and here his early years and first school days were passed; then

until eighteen years of age he had the advantages of other schools at Brunswick, Me., and Andover, Mass.; but in March of 1846 he commenced a sea-faring life, and from 1850 was for six years in command of various vessels. He then went into business in Philadelphia, where he remained until January, 1859, when he removed to New York city, and with William Crowell, of Dennis, formed the firm of Baker & Crowell, ship chandlers, grocers and general commission merchants. In February, 1871, this firm was dissolved, and Captain Baker embarked in a shipping business and general trade in the same city, until ill health led to his retirement in 1880, since which time he has lived retired at his native village, where his widowed mother and his only surviving sister, Persis, reside.

EZRA HOWES BAKER.—Judah Baker, of South Dennis, a descendent of Francis Baker, married March 6, 1798, Mercy Howes, of North Dennis, a descendent of Thomas Howes. Their third son was Ezra Howes Baker, named for his mother's brother, born on August 17, 1811. When ten years of age, he began his seafaring life with his father, and at the age of sixteen was put in charge of a schooner, and sent to the coast of Maine to buy a cargo of lumber.

On January 31, 1832, he married Esther May Hinckley, of Barnstable, making his home in South Dennis. He followed the sea, buying and selling his own cargoes, until 1838, when he moved to Boston and entered into partnership with Alpheus Hardy, of Chatham, under the firm name of Hardy & Baker. Charles J. Morrill, of Boston, became a member of the firm in 1845, which was then known as Hardy, Baker & Morrill. In 1848 Mr. Hardy withdrew from the concern, which was thereafter known as Baker & Morrill; Mr. Baker's son, Ezra H. Baker, jr., becoming a partner in 1863, from which time the concern remained unchanged until Mr. Baker's death.

Under its several names this firm was actively engaged in many branches of foreign and domestic shipping trade, and was a considerable owner of ships. In the early days of its existence it did a very large corn business, and later, entered into trade with the East Indies, China, South America, San Francisco, and Mediterranean ports. As the shipping business gradually declined, the firm disposed of its vessels and became interested in several of the pioneer western railroads, notably the Union Pacific, of which Mr. Baker was always an earnest supporter, and of which he was a director at the time of his death. "Captain" Baker, as he was generally called, was distinguished as a business man, for great energy and sagacity. He never wished to remain idle, and his business interests were always widely extended; but, if this active spirit sometimes led him to attempt more than would seem prudent to many people, his strong courage always carried him through the most trying times in safety, though sometimes with loss.



W. Bart.

His early education was acquired at the common schools, which he was able to attend in winter only, after having reached the age of ten years; but, being fond of reading, he, in later years, made up to a great extent for his lack of opportunities as a boy. He was kind, generous and unassuming, and his sense of right and wrong was developed to an unusual degree; as a consequence, his business transactions were conducted on a higher plane than is generally considered necessary in matters of dollars and cents. His religion was expressed in his daily life, and his uniformly manly, upright and genial bearing won the affection as well as the respect of his associates, to whom his sudden death was the cause of genuine grief.

He died at his home in South Boston, January 28, 1876, of pneumonia, after an illness of only a few days, and was buried in Forest Hills Cemetery. His wife died July 25, 1850. Their children who reached maturity, were: Ezra H., jr., Esther H., Helena M. (Kent), and Sarah C. (Barstow).

JOSEPH K. BAKER, JR.—Joseph Kelley Baker was the eighth in the line of descent from Francis Baker, who was born in Great St. Albans, England, in 1611, came to Yarmouth soon after the settlement, and married Isabel Twining, of that town, it being the first marriage there of record. He settled on the eastern side of Bass river, near Follen's pond, and died in 1696, at the age of eighty-five, being one of the last survivors of the first comers. The line of descent is as follows: Francis¹, John², Peter³, Richard⁴, Ulysses⁵, Richard⁶, Joseph K.⁷, Joseph K., jr.⁸. The first Joseph K. Baker, who was born in 1801 and died in 1870, was extensively engaged in fitting and managing vessels for the fisheries. He was a member of the house of representatives from Dennis in 1845 and 1846, and of the board of selectmen, in the years 1855, 1856 and 1857.

Joseph K. Baker, the youngest son of the above named and Sabrina (Hall) Baker, was born in Dennis Port October 8, 1827. His education was acquired in the common schools up to his tenth year, after which time for several years, he had three months' tuition in these schools and the academy at West Harwich. At nine years of age he commenced going to sea in the summers, continuing until he was nineteen years of age, when he was employed in his father's business, packing and curing fish. In 1850 he became a partner with his father, under the firm name of J. K. Baker & Son. In 1855 he became a partner in the firm of R. Baker, jr. & Co., in the ship chandlery and grocery business. In 1860 he bought out the latter firm, and continued the business in all its branches, owning and fitting about twenty-five vessels, until the year 1870, when the firm of Baker, Ellis & Co. was formed, of which he was the senior partner, and which continued in existence until 1871. Mr. Baker was also engaged in many

other business enterprises. About the year 1870 he was chosen secretary of the Ocean Marine Insurance Company, and in 1872 its president. He was a member of the first board of directors of the Cape Cod Central Railroad Company, and afterward successively its president and treasurer. He was a trustee, and subsequently president of the Cape Cod Five Cents Savings Bank of Harwich, and director and president of the First National Bank of Harwich. He was also a director of the Marthas Vineyard Railroad Company; and treasurer and director, and afterward president, of the Red Bank Mining Company of Pennsylvania. This recital gives an idea of the engrossing business connections of Mr. Baker, but it by no means exhausts the list of his avocations. In 1861 he was appointed deputy collector of the port of South Dennis, continuing in office for ten years. In 1862 he was chosen one of the board of selectmen, of the town of Dennis, and in 1863, and for many years subsequently, he was on the board of school committee. From 1864 to 1869 he was a trial justice for the county of Barnstable. In 1870 and 1871 he was a member of the Massachusetts house of representatives, and in 1872 and 1873 of the state senate, and took rank among the first of the business members of those bodies. In 1875 he was chosen a member of the executive council of the state, being reelected in 1876-77-78. In 1884 he was appointed by Governor Robinson a member of the state board of commissioners on harbors and public lands, which position he occupied at the time of his death.

Mr. Baker was widely and intimately connected with the Masonic fraternity. After a service of several years in its subordinate positions, he was elected worshipful master of Mount Horeb Lodge, of West Harwich, and subsequently for six years he was deputy grand master for the fifteenth district of Massachusetts. He was also king and high priest of Orient Chapter of Hyannis, and also afterward occupied the position of king in Sylvester Baxter Chapter of West Harwich. He was elected junior grand warden of Massachusetts Grand Lodge; grand king of Massachusetts Chapter, and deputy grand high priest of this district for the same organization. He also received the degree of Knights Templar in the Boston Commandery; from 3° to 32° in Boston Lodge of Perfection; and Councillor degrees in Boston Council. The fraternal, helpful and sympathetic traits which are the underlying characteristics of these organizations were well illustrated in the life of Mr. Baker. His native town, the religious society in the faith of which he was reared, and the entire county of his birth are witnesses to his public spirit, broad intelligence and unremitting efforts for their welfare. The public bodies, fraternal societies and business organizations with which he was connected, expressed and put on record, with more than accustomed emphasis and depth of



J. K. Baker

feeling, their appreciation of his character and services on the occasion of his death, which occurred with startling suddenness November 13, 1886.

Mr. Baker married, December 7, 1848, Miss Hannah F. Small, daughter of Arunah and Hannah (Baker) Small, who survives him. Their children are: Samuel Small, born in 1849, married Julia A. Baxter in 1871; Ella Foster, born in 1851, married John B. Taylor in 1876; Joseph Lincoln, born in 1854, married Lucy J. Hutchinson in 1882; and Lilla Dale, born in 1858.

Ira S. Baker, a son of Joseph K. and Sabrina (Hall) Baker, and grandson of Richard Baker. He went to sea until 1872, was captain the last twenty-one years of this time, and from 1872 to 1882 was a sailmaker. He carried on a shoe store at Dennis Port from 1882 until his death in January, 1890. He was married in 1856, to Eliza A., daughter of Allen Studley. They had two daughters: Alice—Mrs. Nathan Robbins, and Maria—Mrs. S. B. Kelley.

Oliver K. Baker, the oldest son of Joseph and Susan (Kelley) Baker, and grandson of Francis Baker, was born in 1827. He followed the sea from twelve years of age until 1886, and was master of a vessel for thirty years. He was married in 1848, to Harriet K., daughter of Benjamin Crowell, and has two children: Horatio B. and Flora H. Mr. Baker is a member of West Dennis Methodist Episcopal Church, and of Mount Horeb Lodge, A. F. & A. M.

Horatio B. Baker, born in 1851, is a son of Oliver K. Baker. He was married March 6, 1879, to Laura B., daughter of Benjamin P. Sears, and has two children: Horatio L. and Florence M. He was clerk in a store until 1872, and since that time has been a commercial traveler.

Reuben A. Baker^o, (Reuben^s, Reuben⁴, Reuben³, Reuben², Ebenezer¹) was born in 1853. His mother, Polly H., was a daughter of Otis Baker. Since 1876 Mr. Baker has carried on a wholesale fruit, nursery, and ice business. He was married in 1878 to Anna B., daughter of Nathan B. Burgess. They have two daughters: Hannah S. and Irene W.

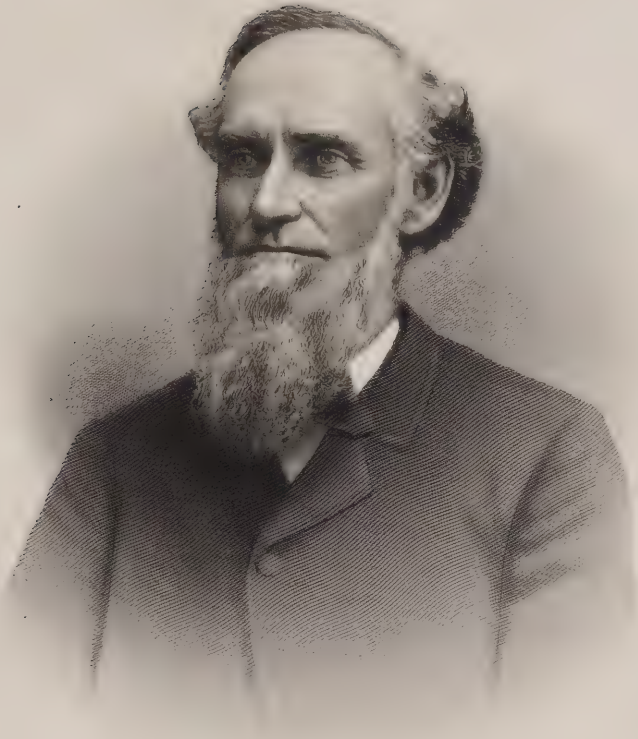
Watson F. Baker was born September 20, 1847. He traces his ancestry back to David and Thankful Baker, whose son, David, jr., was born June 1, 1746, and was the eldest of eight children. David, jr., and his wife Jane had eight children. Their fifth child, Freeman, was born June 14, 1777, and died August 22, 1841. By his wife, Susan, who died August 13, 1842, he had eight children. Freeman, jr., his eldest child, was born September 3, 1799, and died December 31, 1841. By his wife, Diana, who died November 12, 1826, he had one son, Watson Freeman, born April 24, 1826, lost at sea December 13, 1854. Watson Freeman and wife, Sarah A. (Studley), had

three children: Watson F., jr., Diana, born April 27, 1849, died December 13, 1853; and Diana R., born February 11, 1855. John Baker, second son of the first named David and Thankful, died August 16, 1822. By his wife, Patience, who died January 14, 1840, he had ten children. Watson, his fourth child, was born December 21, 1778, and died in November, 1811. By his wife, Huldah, who died March 23, 1857, he had four children, of whom the second, Diana, born November 13, 1804, married Freeman Baker, jr., mentioned above. Lemuel Studley, died March 20, 1857, by his wife, Polly, who died July 4, 1845, had ten children. Their oldest child, Richard, was born September 2, 1794, and died in Charleston, S. C., September 4, 1830. He married Abigail, daughter of Moses and Sally Burgess. She was born February 25, 1801, and died May 23, 1886. Their only daughter, Sarah Ann, married Watson Freeman Baker, mentioned above. Their son, Watson F., has been a merchant at South Dennis since October 1874. He has been town clerk and treasurer since 1886, and is justice of the peace and trial justice. He married Hannah D., daughter of Caleb and Cynthia Kelley. They have two children: Mary Abba, born September 3, 1884; and Watson F., jr., born March 19, 1889.

William E. Baker, for several years deacon of the Congregational church of South Dennis, was born in 1828, and is the only surviving son of Josiah, and grandson of Jeremiah Baker. His mother was Polly Eaton. Mr. Baker followed the sea from the age of fifteen, until he was forty-five years old. He has been freight agent at South Dennis depot five years. He was married in 1851, to Sarah A., daughter of Freeman and Sally (Myric) Snow.

CAPTAIN EDWIN BAXTER.—Early in the last century, this family name was prominent in the affairs of Yarmouth, and when Dennis was incorporated from the territory, here resided Reuben Baxter and his brothers. John, the son of Reuben, married and resided at South Dennis, rearing a family, among whom was Heman, who married Mary L. Baker, granddaughter of Judah Baker, and reared a large family, one of whom is the Captain Edwin Baxter, whose portrait accompanies this article. His birth occurred January 8, 1833, at South Dennis, where he received a common school education, and at the age of twelve he shipped as cook on a coasting voyage. At seventeen he engaged before the mast, and following the business earnestly and steadily, arose to mate at twenty, sailing on foreign voyages the most of the time while acting in that capacity. In 1864 he was promoted to a captaincy, and for twenty-one years commanded various sailing vessels, without serious accident. He retired with a competency in 1885, and resides in his pleasant home at West Dennis.

The captain on the first of February, 1885, married Polly L.,



Edwin Baxter

daughter of Joseph and Paulina Eldridge, and has one daughter, Ada, living at home, born July 24, 1867. Joseph Eldridge, the son of Thomas, was born and reared in a house situated back in the field to the east of Captain Zebina Small's, on the road between Harwich Port and the Center.

Since he left the sea Captain Baxter has mingled in the business, the social and the religious affairs of the town, enjoying a charter membership in Mount Horeb Lodge of Masons, and attending and supporting the services of the Methodist church of his village. In civil affairs he takes a keen interest, and in February, 1887, was elected by the republicans to the office of selectman; and in February, 1889, he was reelected to a third term. He is a director in the shoe factory in West Dennis, and is counted as being ever ready to assist in building up the interests of the community. Now in the meridian of life, after two-score years on the sea, he enjoys with his happy family, the fruits of his industry, possessing to the highest degree the confidence of his townsmen.

John Baxter, son of Heman Baxter and brother of Thacher T. Baxter, was born in 1835. He went to sea eight years, and at the age of twenty-one he began to learn the jewelers' trade, and has been engaged in it since that time. Since 1879 he has kept a jewelry store at West Dennis. He is a member both of the Masonic and Odd Fellow orders. He was married in 1860, to Mary E., daughter of William Douglas, and has one son, John E.

Thacher T. Baxter^s (Heman^r, John^e, Reuben^s, Thomas⁴, Thomas³, Thomas², Thomas Baxter¹.) was born in 1840. His mother was Mary L. Baker. Mr. Baxter learned the trade of a harness maker. He kept a hotel on the European plan at Cottage City, and in 1868 he built the Baxter House there. In 1871 he returned to West Dennis, where he has since been a furniture dealer. He was married in 1863 to Mary P. Crowell. They have three children: Alpheus T., Lavina M. and Charles T. He is a member of the West Dennis Methodist Episcopal Church, has been Sunday-school superintendent about twenty years, and is President of Yarmouth Campmeeting Association.

William H. Baxter, born in October, 1857, is a son of Heman and grandson of Heman Baxter. His mother was Julia A. Baker. Mr. Baxter has been telegraph operator at South Dennis since October, 1875, and since 1885 he has been both operator and station agent for the Old Colony Railroad Company. He was married in 1887, to Nellie S., daughter of Ahirah Kelley. They have two children: Louise and Thomas.

Edwin Bray, born in 1845, in Yarmouth, is the youngest son of Joseph and Adaline (Ryder) Bray, grandson of Eben Bray, and great-

grandson of Edmund Bray. He has been to sea since the age of fifteen, and since 1870 has been master of coasting and foreign vessels most of the time. He was married in 1875, to Lucy Isabel, daughter of George C. and Mary A. (Baker) Rogers. She was born in South Dennis in 1850. They have one son, Edwin Newell, born in 1883. Mr. Bray is a member of the Hyannis Masonic Lodge and of the Boston Marine Society.

William B. Brooks, born in 1853, is the eldest son of Calvin, and a grandson of Calvin Brooks. His mother was Mary J., daughter of Heman Baxter. Mr. Brooks was a mason for eleven years prior to April, 1883, when he bought the stage and mail route from West Dennis to South Dennis, and since that time has run the stage and kept a livery stable. He was married in 1876, to Mary, daughter of Joseph A. Baker. They have two sons: William D. and Henry W.

Alonzo Capron, born in 1838, is the eldest son of Luther A. and Delia (Howes) Capron, and a grandson of William and Betsey (Baker) Capron. He has one brother, Martin L. Mr. Baker followed the sea from fourteen to thirty years of age, and since that time has been a carpenter. Since 1883 he has kept a lumber yard at Dennis Port. He was married in 1859, to Eleanor Baker, and has two children: Alonzo E. and Nellie B. He is a member of the West Harwich Baptist Church.

CAPTAIN DAVID S. CHAPMAN was born December 31, 1822, at Barnstable, and departed this life September 17, 1882, at East Dennis, in the pleasant home where he had lived the last twenty years of his life. His father, Rev. Nathan Chapman, son of John, married Eliza Hopkins, and four of their ten children survive to perpetuate this line of descent from Ralph Chapman, the first of the name in Barnstable county. With the limitations that surrounded the large family of a country pastor, the little son, David S., like a true Cape Cod boy, went to sea at an early age, and, taking his place at the foot of the ladder, he patiently bided his time. Rapidly rising in the scale to commander of vessels, he engaged in important trade, and retired in 1862.

On the 18th of September, 1851, he married Sallie E. Sears, daughter of Daniel and Lucy (Eldridge) Sears, he being a descendant of the original Richard Sears, along the line of Paul, Paul, Edmund, Edmund, and Jacob. They had no children of their own, but cared for those of other parents. About the year 1858, while the captain was on a voyage to Spain, a Spanish lad wished to accompany him to America. He was taken into the captain's family, was cared for by his kind foster parents, grew to manhood, was naturalized in the Chapman name, married Mary E. Sears—one of the old family—and is now a prosperous merchant in Brockton, Mass. The captain's wife accom-



David F. Chapman



LATE RESIDENCE OF DAVID S. CHAPMAN,
East Dennis, Mass.

panied him, in 1861, on a voyage to Florida, which at that time was attended with other than maritime dangers. The vessel, loaded with lumber, encountered difficulty in leaving Pensacola, and dared not on the passage home touch along the southern coast. When the captain reached Boston, Sumter had received its baptismal fire. Other vessels, loaded later, were retained by the confederates.

The beautiful home where the captain passed his last days was erected in 1859. Here he lived in that quiet and unostentatious manner which characterized him as the firm and successful shipmaster. He was intelligent and trustworthy, ever ready to accord to others the right he claimed for himself in the exercise of honest, individual opinion. His loss was deeply felt by a community who had learned to love him. On his monument in the cemetery is this tribute, by one who knew him best—his wife:

“Bound by no sect or creed yet good at heart,
He strove through life to act an honest part;
He thought he saw in God’s eternal plan,
That he fulfills it best who helps his fellow man.”

Time may efface the inscription on the monument—even crumble the marble itself—but never the monument erected from his virtues.

Horace Chase, son of Neri, and grandson of John Chase, was born in Harwich in 1828. His mother was Sabrey, daughter of Samuel Smith. Mr. Chase began going to sea at ten years of age, and from 1848 to 1887 was captain of coasting schooners. He was married in 1850, to Sophia A., daughter of Bangs and granddaughter of David Kelley.

Samuel A. Chase, the only son of Benjamin T., and grandson of Henry Chase, was born in 1851. His great-grandfather was Owen S., son of Deacon Abner Chase. His mother was Adaline, daughter of Samuel Ryder. Mr. Chase followed the sea six years and at the age of nineteen he began to learn the tinning and plumbing trade. In 1876 he opened a store in West Dennis, where he has since continued tin and plumbing and general hardware business. He was married in 1880, to Louisa H., daughter of Charles W. Weysser. They have two sons: Albert T. and Charles E.

Van Buren Chase, born at South Dennis May 9, 1844, is a son of James and Betsey Chase. The year before reaching his majority he began his life at sea, from which he retired in 1887 to take an appointment as collector of customs in the Barnstable district, which position he filled until 1889. He was married in 1866 to Mary Ella Crowell of West Dennis. They have one daughter—Carrie May Chase.

Mrs. Rose B. Cobb is a daughter of Sylvester and Sarah (Kelley) Chase. She was married in 1858, to Theodore S. Cobb. They have four children: Grace S., T. Clifton, Annie S. and Charles P.

Jonathan Collins, born in 1821, is the eldest son of Seth, grandson of Seth, and great-grandson of Samuel Collins. His mother was Betsey, daughter of Thomas Crowell. Mr. Collins went to sea at the age of sixteen, continuing until 1853, the last eighteen years as captain of vessels. From 1853 to 1861 he was commission merchant in Philadelphia, and thirteen years a farmer, in Sandwich. In 1874 he came to the old homestead in West Dennis and is engaged at the present time in making cranberry barrels and raising cranberries. His wife, deceased, was Elijah Baxter's daughter, Polly, to whom he was married in 1842.

Albert C. Crandall, born May 24, 1852, in New London, Conn., is a son of Clark D. Crandall. He began going to sea at the age of ten and continued until 1876, since which time he has been engaged in sailing yachts—since 1879 as master. He received a patent in 1888, on an extension spanker-boom, of his invention, which is now in use on several of the fastest yachts afloat. He was married in 1878, to Susan M., daughter of John and Susan B. (Whittemore) Perry. Mr. Perry died in 1888, leaving three daughters: Mrs. Crandall, Annie M. and Lillie B. Mr. Crandall is a member of Mount Horeb Lodge and Sylvester Baxter Chapter.

Calvin S. Crowell, son of Elisha and Olive C. (Howes) Crowell, and grandson of Elnathan Crowell, was born in Dennis, and is the eldest of four surviving children. He has been twenty-two years a commission merchant in Philadelphia. He was married in 1862, to Caroline M. Cornwell, of Brooklyn, N. Y. Their children are: R. Herbert, Arthur H. and Calvin F.

CAPTAIN EDWARD E. CROWELL.—We have already noticed John Crow as associated with Anthony Thacher and Thomas Howes in the purchase of old Yarmouth in 1639. Among the many descendants of this original John was Edward Crowell, brother of Thomas, who was born in 1753, after the family name had assumed the present form—Crowell. His son Edward, born in 1789, married Thankful, daughter of James Sears, of Yarmouth, and reared six children, of whom four—Sears, Edward E., Freeman, and Cyrus Crowell—are living.

Edward E., the third of the six, was born at Dennis, December 14, 1823, and is the Captain Crowell of this sketch. He attended the schools of his section of the town until twelve years old, when he went to sea. At sixteen he was before the mast, and at twenty was first mate under Captain Orrin Lewis, who died of yellow fever on a return voyage from San Domingo. After the captain was committed to the deep, the command and return of the vessel, with its precious cargo, devolved upon the young mate. Having himself been ill, the ship having lost its superior officer and several of the crew, and his seemingly helpless condition, were circumstances to have daunted a



Edw E Crowell

young man of less resolution. He, however, hired men and resolved to deliver the vessel to her owners. The wreckers of the islands assured him he could not navigate the Crooked Island passage alone, but he declined their assistance. When they offered him a thousand dollars for the privilege of piloting the vessel, thus revealing their designs, he determinedly informed them that he would do his duty, even though he should go down with the vessel. He was forty-five days making the passage that usually occupied twenty-two, but safely delivered the cargo of coffee and specie to the proper owners. This circumstance reveals the fiber of the man, and is illustrative of the crises which arise in the mariner's career.

He continued his coasting and foreign voyages as master seventeen years longer, and in 1860 built a tug at Philadelphia for towing vessels loaded with cotton over the bar at Charleston, S. C. This tug was sold to the merchants of the latter city, and subsequently was used in the rebel service. Returning in 1861 to West Dennis, he purchased the interest of Elisha Crowell in a store, which he successfully managed six years, and sold in 1867. With Obed Baker, jr., he went that year to Buffalo, N. Y., to engage in the shipping business by canal to New York city, and after three years returned to his former home, where he has since been actively and variously engaged. With others, he has built and fitted out many vessels, they having recently launched at Camden, Me., a four-master, which will carry twenty-eight hundred tons.

Captain Crowell has found time to fill the office of director in the Cape Cod National Bank, of Harwich, several years, and is now its president. He was at the head of the Dennis & Harwich Insurance Company, and was at one time president of the Cape Cod Savings Bank. He has steadily declined preferments of a political nature, although a prominent member of the republican party, and keenly interested in civil affairs. He is at present conspicuous as the heaviest stockholder in the large shoe manufactory in the town, having been a prime mover in its establishment in 1887, and its president and treasurer.

He was married February 4, 1845, to Emma, daughter of Benjamin Crowell, of Dennis. They have no children.

Captain Crowell has for the past forty-five years proved himself an efficient member and supporter of the Methodist church in its every relation, of the Masonic Lodge and Chapter, and has been an important factor in the social, moral and business development of his community. Many young men have by him been fitted out for their first voyage to sea, and thus encouraged and started on a prosperous voyage over the sea of life, and in return the captain's cardinal virtues seem to have guided him in channels favorable to prosperity.

CAPTAIN ELEAZER KELLEY CROWELL.—The grandfather of this branch of that ancient family was Freeman, the son of Hersey Crowell. Eleazer Crowell, born September 29, 1804, was the son of Freeman Crowell and was married December 4, 1828, to Mehitabel, a daughter of Ebenezer Paine, of Harwich, and resided on the east bank of the Bass river, where they reared four children: Emeline, Perry P., Mehitabel C., and Eleazer K. Emeline was first married to Leroy B. Baker, December 18, 1852, and second to Seth A. Howes, November 1, 1866, and survives both husbands. She had two children: Mary E. Baker, who lived to marry, and Eleazer C. Baker—both of whom are dead. Perry P. married Rosalie, daughter of Francis Small, and has one daughter, Sophia. Mehitabel C. married David A. Crowell, and at her death left one daughter, Lora May, who resides with her uncle Eleazer K.

Eleazer K., the subject of this article, was born in 1836, he married Laura A. Kelley, daughter of Bangs Kelley, December 15, 1859. The only child of this marriage, Eleazer H., born February 29, 1869, died May 25, 1870. The mother died January 7, 1879. The captain was again married February 8, 1881, to Mary D. Chase, daughter of Benjamin F. Chase, of Harwich. At the age of twelve, he went to sea in the fishing business, as did his brother Perry, to help sustain a widowed mother, who was herself sick and surrounded by her small children. He early desired a knowledge of navigation and while young studied industriously, and by diligence in the fore-castle he soon became proficient. At eighteen he was mate, and at twenty-one was captain, which position he filled until his retirement in 1882.

For twenty-five years prior to his retirement, he commanded vessels in coastwise and foreign trade without accident or loss to the amount of one hundred dollars, having never asked the insurance companies for a single dollar. His attention to his duties, his proficiency, his uprightness and his prudence have gained for him a high position among shipmasters and commercial firms. He now buys, sells and sails vessels as part owner, following the line of success that resulted from his active seamanship, both the outgrowth of excellence. The captain is also master in the cranberry business of his town, having nearly thirty acres of his own, besides several bogs of others, which he manages. His experiments in this line are noticed in Chapter VIII. He is a director in the Harwich Savings Bank, and a member of Mount Horeb Lodge. As a strong supporter of the Baptist society, the republican party, and of every good work in his town, he now enjoys, in the noontide of life, the confidence of his townsmen.

Elnathan Crowell, 2d, only son of Harvey and grandson of James Crowell, was born in 1827. He followed the sea from fourteen years of age until 1874, and died in 1880. He was married in 1857, to Eliza



E. K. Snowell



Joshua Crowell

M., daughter of Elijah S. Coddington, of Providence. Their daughter, Ada E., is Mrs. Arthur L. Nickerson.

Ezra Crowell, born 1823, is the eldest and only surviving son of Ezra, and grandson of Hersey Crowell. His mother was Tamsen, daughter of Zachariah Long. Mr. Crowell has followed the sea since he was twelve years old, and has been master mariner since 1846. He was married in 1847, to Caroline, daughter of Samuel Chase. They have two children: Mary E. and Euphema.

Freeman Crowell, 3d, born in 1830, is one of the ten children of Freeman and Elizabeth (Sears) Crowell, a grandson of Freeman and Sarah, and great-grandson of Hersey and Jerusha Crowell. His father and grandfather were fishermen, and he began going to sea at the age of ten, and since 1850 has been captain. He was married in 1852, to Desire, daughter of Elisha Kelley, granddaughter of Amos and Desire (Crowell) Kelley. They had one son, Elisha K., who died in August, 1887.

HON. JOSHUA CROWELL is the only survivor of that branch of that numerous family to which the good name of the Cape is largely indebted. The descent in the male line from the original settler of 1639 is: John¹, John², John³, Christopher⁴, Christopher⁵, Nathan⁶, Joshua⁷, Joshua⁸. Joshua Crowell⁷ married Olive N. Hamblin, of Sandwich, leaving at their death one son, the subject of this sketch, born October 24, 1843, on the home farm at East Dennis, where he passed his boyhood attending the common school and assisting on the farm. At the age of twenty-three, January 3, 1867, he married Sophronia H. Chapman, daughter of Isaac Chapman, a descendant of the first Isaac Chapman on the Cape; and their five children are: Olive H., born September 6, 1869; Seth, born March 12, 1872; William H., March 1, 1877; Edith, January 9, 1879; and Nathan, born December 11, 1880.

Mr. Crowell's life has differed materially from most of his townsmen who early in life engaged in seafaring pursuits. He chose the social advantages of a life on land to those of the fore-castle, and his earliest recollection is of wrestling with the cares of cranberry culture, which he continues largely and successfully. He has consequently become conspicuously interested in, and conversant with the affairs of the body politic, and being a true republican politically and in his nature, his services have been sought by his townsmen. He is not a seeker of official trusts, but having once demonstrated his superior ability he has been steadily advanced to the highest offices of his representative district.

For eight years he served as selectman, acting as chairman of the board a portion of the time. In 1884 he represented his district in the legislature and for the next term of 1885, not a single ballot was cast against him at his reelection. Again in 1888, after a

change was made in the territory of the district, he filled this responsible position and was returned in 1889 for a fourth term. He is a director in the Yarmouth National bank, has served his town seven years as one of the school committee, and is always ready to promote the welfare of his community in social and moral advancement. In the various offices filled by him he has indicated that strong sense and practical knowledge which enables him to maintain an influential position and retain the confidence of his townsmen.



HON. SETH CROWELL.—This was a man of more than average ability, who occupied a prominent place in the public service of Dennis and the Cape for nearly forty years. He was a brother of the late Joshua Crowell, above mentioned. Swift, in his *Old Yarmouth*, says of him: "At the age of eighteen Mr. Crowell commenced life, as many a Cape Cod boy did in those times, upon a vessel's deck; he steadily rose, by industry, application to duty and fidelity to the interests intrusted to him, to high estimation by his fellow citizens. He was captured by the British, in the war of 1812-15, and made a prisoner at Dartmoor. In 1835, and three years thereafter, he was elected a representative from the town; in 1841-2 a senator from the Cape, and afterward, for nine years, a member of the board of county commissioners, most of the time its chairman. He was, in the meantime, a director of the Barnstable Bank, and its successor, the First National Bank of Yarmouth, for several years its president, and a director of the Barnstable County Mutual Fire Insurance Company for a long succession of years; also a member of the constitutional convention in 1853, and again a representative from Dennis in 1868. Mr. Crowell's death occurred April 1, 1873, and during his whole life the confidence of the public was never withdrawn from him.



Luther Crowell.

Heman B. Crowell, one of a family of twelve children, was born in 1836, and has followed the sea some sixteen years. His father, Edward, was a son of Thomas, and grandson of Edward Crowell, and his mother was Sarah, daughter of Heman Baker. He was married in 1859, to Maria P., daughter of Leonard Crowell, and granddaughter of Freeman Crowell. Their daughter, Jessie A., married Ezra F. Howes, and died in March, 1888, leaving two sons. Mr. Crowell is a prohibitionist, and a member of the West Dennis Methodist Episcopal church.

James Crowell, born in 1832, is a son of Zeno and Desire (Long) Crowell, and a grandson of David and Thankful (Eldridge) Crowell. Mr. Crowell was a mariner until 1880, having been master of a vessel twenty-four years. Since then he has kept a grain store and coal yard at West Dennis. He was married in 1852, to Mercy F., daughter of Harvey Crowell, whose father, James, was a son of David Crowell. Their children are: Eugene, Anna M. and Louise M.

Orin L. Crowell, son of George W., grandson of Allen B., and great-grandson of Lott Crowell, was born in 1851. His mother was Almira, daughter of Orin Lewis. Mr. Crowell has been at sea since 1859, and since 1876 has been master of a vessel. He is a member of the Boston Marine Society. He was married in 1873 to Esther D., daughter of Henry Graves.

CAPTAIN LUTHER CROWELL.—This worthy representative of one of the first comers on the Cape traces his ancestry along the generations of the past through James, David, Jonathan, Thomas, John (of Bass ponds, as there was another of that name,) and Thomas, back to that John Crow who came to Old Yarmouth in 1639 and built his house near Nobscusset pond, on the lot a little to the northeast of the present house of Calvin S. Crowell. James Crowell, father of Luther, married Ruth, daughter of Elisha and Sarah (Nickerson) Crowell, and she was one of fourteen children, all born in a house northwest from the present West Dennis church.

Luther Crowell was born in 1818, the son of poor parents, and was early thrown upon his own resources for a livelihood and an education. In the small country schools of that day the question was asked each pupil at commencement of the term: "Who is to pay your tuition?" Some would answer, "my father," "this uncle or that friend;" but the lad Luther's answer had to be "I'll pay," and he did. At ten years of age his penchant for the sea induced him to ship as cook in the fishing and coasting trade. His anxiety to rise and excel could hardly brook the delay of reaching a suitable age in which he should consummate his wishes. The airy castles of future greatness, and the fairy ships built by the aspiring cook, were often wrecked by the gruff voice of the mate asking down the hatchway if

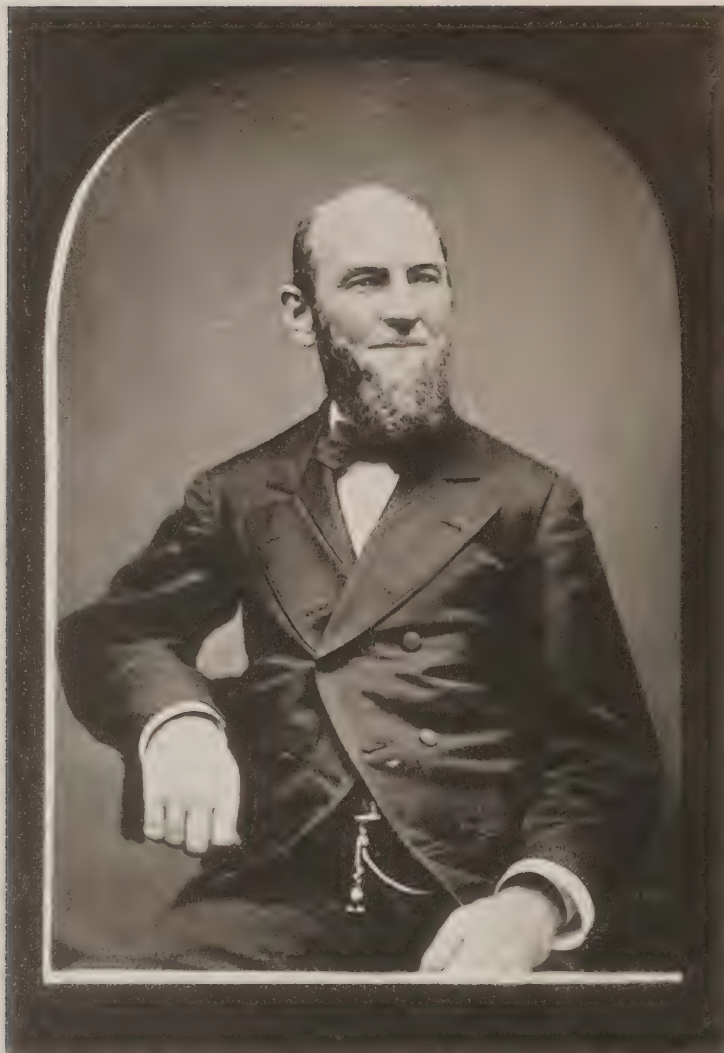
dinner was ready; and this diaster to ideal shipping would occur just as the captain of the fairy ship was rounding into Bass river harbor.

Thus the actual life a man may lead grows up from the ideal life a boy may dream of, and success comes but to him who is born capable of dreaming of success and daring to labor for it. His zeal and faithfulness earned rapid promotions, and from October, 1839, until 1852, he commanded coastwise packets between Boston and Baltimore and in the West India trade. In the latter year he commenced with R. W. Ropes & Co., of Brooklyn, N. Y., as captain and part owner in vessels engaged in an extensive South American trade, which he continued until 1866, when, for three years, he commanded a steamer in the Winsor line, between Boston and Philadelphia, and then returned to the command of a ship for Ropes & Co. in their important trade. In this firm was Ripley Ropes, the recently deceased president of the Brooklyn Trust Company, and his elder brother, Reuben W., still the head of the firm. Their appreciation of Captain Crowell as master, agent and factor, increased with the years of their pleasant business relations. This mutual regard between the three, ripening with time, became a permanent friendship.

In 1871 Captain Crowell renewed his connection with the Winsor line, which relations have continued to the present moment. Although widely and favorably known from his ancestral connections, and for those genial social qualities which have always marked him, he is doubtless destined to be best known and longest remembered by his position as a favored captain in the Winsor steamship line.

The captain's home is at West Dennis, where he has surrounded his family with appointments in keeping with their high social position. He was married in 1841, to Rebecca, daughter of Asa and Edith Kelley. Their children are: Luther B., Rebecca, Ruth Ina and Grace M., the latter deceased. Of these Luther B. Crowell, born in 1841, has been a successful sea captain since 1865. In that year he married Esther, daughter of Anthony and Priscilla Kelley, and has four children: Charles B., Luther A., Arthur R. and Grace M. He is closely following the footsteps of his father, being in command of a ship in the same line. Rebecca married Captain George H. Baxter, a native of South Dennis. He was commander of the schooner *Allie Burnham*, which was lost with all on board in April, 1886, while on the passage from Cuba to Philadelphia. Besides his widow he left one son, George L. B., and a daughter, Rebecca M. Baxter. Captain Baxter was a promising young man, with great possibilities, the sorrow for whose untimely fate is a shadow that must long abide.

Captain Luther Crowell, the subject of this sketch, is now in the



Peter H. Crowell

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RESIDENCE OF PETER H. CROWELL,
West Dennis, Mass.



BASS RIVER LOWER BRIDGE,
Between West Dennis and South Yarmouth,

midst of a bright career, and popular as a master. Still in vigorous life, he has just passed his semi-centennial as a master mariner. With a character unblemished, his ability, energy and carefulness have gained for him a position seldom equaled among the many noted seamen of Cape Cod.

CAPTAIN PETER H. CROWELL.—The grandfather of this representative of one of the branches from John Crow, the original ancestor, was Isaiah Crowell, whose father was Jonathan, son of Thomas. Of the six children of Isaiah, Peter Crowell was born January 24, 1808, at West Dennis, and was married July 26, 1834, to Reliance, a daughter of Peter Coleman, of Hyannis. She was born November 1, 1813. Of their twelve children four died in infancy. The eight who reached maturity are: Peter H., born April 1, 1837; Emaline F., born October 18, 1839; Mary S., February 20, 1843; Philena H., July 28, 1845; Erastus B., September 25, 1847; Osborne E., August 7, 1850; Alva C., April 20, 1855; and Sylvia C., July 2, 1858. Of these, Osborne E. died July 23, 1871, and Alva C. November 19, 1874.

Peter H. Crowell, the eldest of the survivors, was educated at the schools of West Dennis until he went to sea at the age of thirteen. He rapidly rose in the scale, acting as mate at seventeen, and was in command of a coaster when nineteen years of age. For thirty years he was the master of various vessels in the coastwise and West India trade, retiring in 1886. During the period he was in command he did not call upon the underwriters for a dollar. He always owned a share in the vessel he commanded, and since his retirement has been part owner, agent and general manager of a fleet of seven sail, five three-masters, one four-master, and one bark.

In 1865, March 21st, the captain was married to Isabella, daughter of James Chase, whose father was also James, son of Job Chase. Her father was born July 29, 1807, and died December 3, 1880. Her mother was Betsey T., daughter of Jephtha and Thankful Nickerson, and a descendant of William Nickerson. Six of the ten children of James Chase survive: Otis D., Isabella, Moses N., Van Buren, Helen F., and Eunice B., who is now traveling in Europe. Captain Crowell has seven surviving children: Addie F., born December 29, 1865; Grace B., born August 22, 1869; Etta R., January 18, 1873; Peter H., jr., November 28, 1874; Charles S., December 8, 1875; Edgar P., January 9, 1878; and Katie C., born February 14, 1880. Bessie T. and Mary E. died in infancy, and Jennie S. died March 8, 1883, aged fifteen years.

The captain started life a poor boy, sailing the first few years with his father, to whom he gave his services. At his majority he began for himself, still assisting his father in his needs; and with the aid of friends in Boston, was enabled to sail the first vessel, the *Frank Herbert*, in which he was part owner. For the command of this schooner

he declined the captaincy of the ship *Norway*, owned by Sears Brothers, of Boston, they being part owners in the *Frank Herbert*. His energy, ambition and economy soon placed him in the front rank of masters and ship owners.

His social and business relations are preferred to political honors. With characteristic liberality, he assists in the enterprises of his village, is a director in the shoe factory, a warm supporter of the Methodist church, and of every good work for the welfare of the community. The firm principles that kept him from the use of intoxicating beverages and tobacco, while on shipboard and ever since, have assisted to a life of success in every phase. In the meridian of his life, he now enjoys the pleasures of his home at West Dennis, within sight of that element upon which he so long lived, and for which he has such fondness.

PRINCE SEARS CROWELL.—History says that Mrs. John Crow came to this continent in 1634, and John Crow in 1635. They were in Charlestown, Mass., in 1638, and settled in old Yarmouth in 1639. Among the spellings for this family name, Crowell has prevailed for many generations. The male lineage of the subject of this sketch is: John, John, John, Christopher, Christopher, David and Prince S. Crowell. His father David, married Persis, a descendant of Richard Sears, and of their five children the younger three—Evelina, Persis S. and a son—died in early childhood; Betsey H., the second, attained womanhood and married Christopher Hall. Prince S., the oldest, born November 13, 1813, at East Dennis, went to sea at the age of eighteen and remained in the coasting and packet business with an occasional foreign voyage until he was thirty-three, when, in 1846, he commenced business on shore. He purchased shares in the vessels built by the Shivericks and others, fitting them out in the coasting and foreign trade, then gradually selling them out during the war of the rebellion. In 1856 he went west, and with others invested largely in railroads then building.

He married; July 26, 1835, Polly D., daughter of Nathan Foster, who was a son of John, of Brewster. From this marriage the children named in the succeeding seven paragraphs have descended:

Persis S., born March 25, 1837, married Captain J. H. Addy, departing this life March 6, 1878, without issue.

Prince F., born May 11, 1839, married Mary F., daughter of Marshal S. Underwood, of South Dennis, on the first of January, 1863. Prince F., living in Omaha, Neb., was a lumber merchant at Wisner, where he died, November 8, 1874. He left, besides his widow, two children living; one, Henry J., dying in childhood: Prince M., born October 25, 1863, and Nellie L. Crowell, M. D., born November 14, 1866.



Prince H. H. Arnold

David, born April 14, 1842, has been twice married, and now resides in Fremont, Neb.

Christopher C., born May 19, 1844, married Polly D. Foster, went West in 1869, and resides in Blair, Neb., where he is in the grain and lumber business. Of their eight children, six are living.

Azariah F., born June 21, 1846, has been twice married and resides in Boston, spending a portion of his time in Falmouth, where he was formerly the chemist of the Pacific Guano works.

Edwin D., the youngest son, was born January 8, 1851. On the 20th of January, 1876, he married Louisa M., born July 12, 1852, the adopted daughter of Captain Joshua and Minerva Sears. Their children are: Minerva E., born May 6, 1877; Louisa A., born September 14, 1878; Gertrude, January 10, 1882; and Edwin D. Crowell, jr., born July 25, 1886.

Evelyn, born March 9, 1854, married Samuel L. Powers, a lawyer of Newton, Mass.

During the lifetime of Prince S. Crowell, after retiring from the sea and its business, he was actively engaged in many pursuits. He started, with others, the first salt mill at Boston; was the agent and largely interested in building up and managing the Pacific Guano works, at Woods Holl, and at Charleston, S. C.; was the president of and prime mover in the company for building the Woods Holl railroad; and president of the Cape Cod National and Cape Cod Savings banks. He was an ardent republican in every sense of the term, but declined political trusts. He preferred his social and business relations, and in these was conspicuous. He largely assisted in establishing the Lecture Association of East Dennis. In his views and with his means he was proverbially liberal, leaving to his name never decaying monuments.

A contemporary, himself conspicuous in affairs of state, says: "Prince S. Crowell must be ranked among the ablest business men of the county. He was at the time of his death the wealthiest man in Dennis, as he was one of the most liberal. He had a hand open to every call of charity, and always responded to any move toward public improvement. Dennis had no nobler son. His aid was always given to the anti-slavery cause and was not withheld from the church."

Willard Crowell, born in 1820, is a son of Allen B., and grandson of Lott Crowell. His mother was Olive, daughter of Francis Baker. Mr. Crowell went to sea for fifty-seven years, the last forty as captain, and retired in 1887. He is a member of the Boston Marine Society. He married in 1842, Marian, daughter of Simeon Crowell. She died in 1866, leaving eight children, of whom three survive: Erastus, Lavina and Olive. He was again married in 1868, to Anna M. Lewis, who died in 1888.

CAPTAIN WILLIAM CROWELL—The sixth generation of Crowells, from John Crow of 1639, is well represented in Dennis to-day by Captain William Crowell⁶ (Aaron⁵, Aaron⁴, Aaron³, John², John¹), who was born where he now resides, on the seventh of November, 1814. He is the third of the five survivors of the twelve children of Aaron and Polly (Howes) Crowell, she being the daughter of Noah, in direct line from Thomas Howes, one of the grantees of Old Yarmouth. The other four of the survivors are: Aaron, Huldah, Edwin, and Mary Howes Crowell. Aaron Crowell married Fear, daughter of Jesse and Eunice (Howes) Hall, and their five children are: Daniel S., of Dennis; Aaron L., of New York, who married Ida Wisewell; Eunice H., who married Jacob S. Howes, a lighthouse keeper, who died, and she kept the light at Sandy Neck two years; Cynthia H., who married John M. Stone, of Dennis; and Mary H., who married Charles E. Howes, of Dennis, now deceased. Huldah Crowell married Samuel Paddock, and they have one daughter, Hannah H. Paddock. Edwin Crowell married Rhoda, daughter of Kimball Howes, for his first, and Sarah, daughter of Edward Baker, of South Dennis, for his second wife. Mary H. Crowell, in 1849, married Samuel Crowell, a sea captain, who, during the twenty years preceding his death, in 1870, was a commission merchant in New York city. Of their two children, Samuel Crowell, M. D., of Boston, survives.

Captain William Crowell, whose portrait accompanies this article, received as a lad the education given by the common schools, and at eleven years of age he went to sea, where, steadily rising in his profession, he became master in 1841. He has cause to remember that year, not only from the loss of his brothers, Captain Noah H. and Urbana, in the bark *Bride*, off Race Point, October 3, 1841, but he expected the same fate for his crew and vessel, which he managed to run into Provincetown harbor. He left the sea in 1849, and for eight years was fish inspector in Dennis, where he was in business with Joshua C. Howes and Jeremiah Hall. He then went to New York, where he engaged in the ship chandler and grocery business with Howes Baker, as Baker & Crowell, which business he followed seventeen years, and returned to Dennis, where he has spent the summers for the last eighteen years, returning to the city winters. In 1855 Baker & Crowell commenced receiving cranberries from the Cape on commission, being the only cranberry dealers in that city for many years. Captain Crowell has continued to deal in this fruit since the dissolution of the firm, shipping from the Cape in the autumn of 1889 forty-seven carloads.

He was married January 19, 1845, to Sarah Howes, daughter of Zoeth and Sally Howes. She died December 19, 1845, fifteen days after giving birth to a son, who survived but a short time. He mar-



William Crowell

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ried June 28, 1869, Cynthia H., daughter of Freeman Hall, and they have one son, William Crowell, jr. born July 27, 1870, residing with them.

Captain Crowell is a worthy member of the United Religious Society of his village, and gives it hearty support. He has always declined civil trusts, although an earnest republican and possessing the confidence of his party. His has been a life of varied and, at times, dangerous activity, and he still continues the active management of an extensive business. His social qualities and upright dealings have made him conspicuous wherever he is known, and his industry and economy, guided by his good judgment, have been crowned with a fair degree of success.

Jonathan P. Edwards, born in 1854, is a son of Nehemiah, grandson of Isaiah, and great-grandson of Asa Edwards. His mother was Mary C. Phillips. Mr. Edwards followed the sea until 1882, and then was a traveling salesman until 1885. In January of that year the Dennis Port Fishing Company was organized, and since that time he has been agent for the company. He was married in 1876 to Emma W. Baker. They have six children: Emma B., Albert J., Hattie N. and Lottie G. (twins), Jonathan P., jr. and Edna C.

Henry H. Fisk, youngest son of Nathan and Polly (Baker) Fisk, was born in 1843. He followed the sea for about twenty-two years prior to 1882, and was master of a vessel for the last fifteen years. He was selectman from 1882 to 1886, as a republican. He has been master of the Mount Horeb Lodge, A. F. & A. M., for two years. He was married in 1866 to Cynthia J. Baker, and has four children living: Jennie M., Sadie A., H. Frank and Herbert A. They lost one son, Luther.

Luther Fisk was born in Dennis, Mass., in 1831. He has at different times been elected to the office of selectman, and also to other local offices. In 1875, and again in 1876, he was elected member of the state legislature. He was elected sheriff in 1883, taking office January 1, 1884, and was reelected in 1886.

CAPTAIN URIAH B. FISK, the eldest of four surviving sons of Nathan and Polly (Baker) Fisk, was born June 22, 1827. At the age of eleven he went to sea, serving as cook, then before the mast, then as mate until he was twenty-two, when he was in command. He followed coasting, with an occasional foreign voyage, and was master of ten different sailing vessels between the time of majority and the close of the rebellion in 1865. He always owned an interest in each vessel. That dangers should befall him in a term of thirty-five years on the sea would be expected, but the most serious accident occurred off Montauk in a December night of 1857, when a Philadelphia steamer struck his schooner, bows on, sinking her in a very few

minutes. Captain Selick Matthews was in command of the steamer and rendered all the assistance possible. Captain Fisk, who was below when his vessel was struck, rushed on deck and saw at a glance the state of affairs. Seizing a rope to swing off with, he was allowed to settle between the two vessels just as they veered alongside of each other and was caught between them, crushing him terribly, the effects of which he still feels. When loosed from the perilous position he fell into the sea and drifted fifteen or twenty fathoms astern. He clung to the rope and was hauled aboard the steamer by his brother, Luther, who had escaped to its deck before him.

Since his residence on land he, with his brothers, has built twelve sailing vessels in various localities, and in 1889 he was constructing a four-master of fifteen hundred tons. These brothers have owned as many as twenty vessels at a time, one-half of which they manned and sailed. The first three-masted schooner constructed at Bath, Me., was for Uriah B. Fisk.

He was married in 1858, to Margaret A., daughter of Nehemiah Baker, and has one daughter, Maggie B. Captain Fisk prefers the channels of business and the domestic peace of his own fireside to the paths leading to political office, and in the membership of Mount Horeb Lodge of Masons, in that of the Methodist church, and in his own home circle the evening of life is being pleasantly passed. His home at West Dennis, shown in the accompanying plate was purchased in 1859, and by his taste at various times has assumed its present beautiful appearance.

Lucius M. Gage, son of Zeno and Sarah (Farris) Gage, and grandson of Freeman Gage, was born in 1850. Since June, 1888, Mr. Gage has kept the Gage House and stables, near West Dennis. He has been married three times: first in 1872, to Anna M. Hilton; second in 1877, to Ida F. Robbins, who died in March, 1885; and third, in November, 1885, to Mrs. Cordelia A. E. Bearse, daughter of Samuel D. Clifford, of Chatham. Mrs. Gage has two children by a former marriage: Lilian A. and Winfield M. Mr. Gage is one of seven children, four of whom are living.

Sylvanus L. Gage, born in 1860, is the only child of Sylvanus, grandson of Sylvanus, and great-grandson of Prince Gage. His mother was Mary A. Howes. Mr. Gage was engaged in the meat business in Brockton, from 1879 to 1887, when he came to West Dennis, where he has since carried on the same business. He was married in 1883, to Sarah B. Snow. They have one son, Lloyd L.

Puella F. Gage, is a daughter of Captain Ellis Norris, born in 1822, in Hyannis. He was a son of Thomas and grandson of Ellis Norris. Mr. Norris has been captain of vessels since he was twenty-three years old. He was married in 1846, to Margaret G., daughter of Alfred Swift,



RESIDENCE OF URIAH B. FISK,
West Dennis, Mass.

M. D. She died in 1884, leaving four children: Puella Francis, Alfred S., Elizabeth J. G. and Margaret B. Puella Francis was married May 31, 1868, to Freeman Gage, son of Zeno, and grandson of Freeman Gage. Mr. Gage was a sea captain from twenty-three years of age until his death, which occurred March 22, 1886, aged forty-seven years.

William Garfield was born in 1830, in Ohio. He is a son of Joseph R., and he a son of Benjamin Garfield, and a near relative of the late James A. Garfield. Mr. Garfield came from Ohio to Dennis, in November, 1844, and has been a sailor since that time. Since 1853 he has had charge of coasting and foreign vessels. He was married in 1849, to Mary J., daughter of Elkanah H. Baker. They have eight children: Lydia L., Eliza A., William W., Jerusha B., John D., Ada B., Roger N. and Millie.

Charles Hall was a son of Christopher Hall. He died in May, 1886, in Oregon. He had been in business in the West for twenty years. He was married in 1865, to Lydia H., daughter of James S. Howes. They have two children: Blanche E. and Susie H. One son died—Joshua Brenard. Mrs. Hall has built a residence at East Dennis, where she now resides.

Cyrus Hall, born in 1833, is a son of Hiram and grandson of Henry Hall, who was a revolutionary soldier. Mr. Hall is a house carpenter by trade. He was in the war of the rebellion from July, 1862, to June, 1863, in Company A, Fortieth Massachusetts Volunteers. He also had two brothers in the service. He has been married three times. His first wife was Lovica A. Taylor. By his second wife, Rebecca S. Rogers, he had four children, two of whom are living: Wilfred A. and Hiram H. He was married in 1869 to his present wife, Mary O. Marsh.

Edward F. Hall, son of Edward and Paulina (Howes) Hall, and grandson of Edward Hall, was born in 1842, and followed the sea from 1859 to 1868. He is a tinsmith by trade, and now keeps a hardware store at Dennis. He was married in 1866, to Martha A. Lamar. They have two children: Charles E. and Freeman B. Mr. Hall is a member of James Otis Lodge of Masons, at Barnstable.

Isaiah B. Hall⁶, the eldest son of Hiram⁷ (Henry⁶, Edmund⁶, Joseph⁴, Joseph³, John², John Hall¹), was born in 1828, and is a contractor and builder. He was selectman in Dennis for eleven years. He was married in 1855, to Susan G. Hedge. They have three daughters: Chloe C., Susan E. and Emma G.

Luther Hall, born in 1842, is a son of Thomas, who was the oldest son of Jesse, and grandson of Josiah Hall. His mother was Hepsa, daughter of Barnabas Hall. Mr. Hall was in a store at Dennis twenty-five years, and was postmaster ten years of the time. Since selling the store, in 1885, he has been a cranberry grower and cran-

berry commission merchant. He is now agent for the Nobscusset House. He has been a member of the school board twenty years. He was in the war of the rebellion, in Company E, Fifth Massachusetts Volunteers, nine months; then re-enlisted, in the same regiment, for one hundred days. He was afterward commissioned a captain of militia by Governor Andrew. He was married in 1869, to Minerva, daughter of Howes Chapman. They have three children: Frank B., Nernie A. and Howard L. They lost one child.

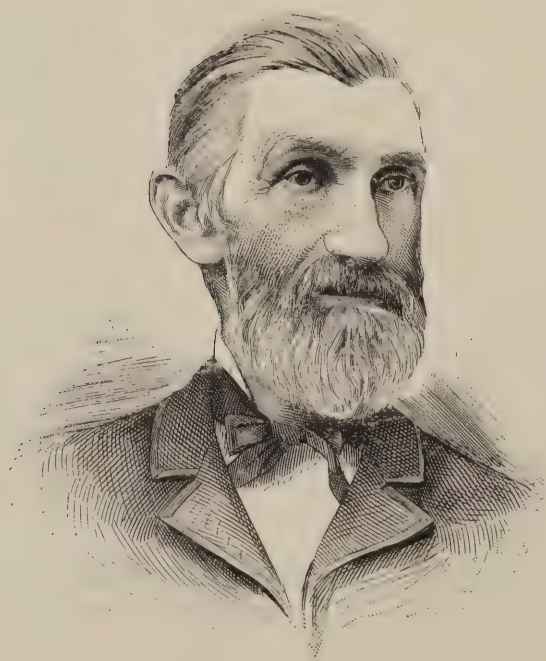
Joshua Harding, son of Thomas, and grandson of Sylvenus Harding, was born in 1825, in Chatham. His mother was Betsey, daughter of Matthias Taylor. Mr. Harding followed the sea from 1834 to 1881, the last twenty years as master of a steamer. He was married in 1847, to Lois B. Crowell, who died in 1879. He was married in 1885, to Mrs. Susan F. B. Whelden, daughter of Elphenus Baker. Mr. Harding has been a resident of Providence, R. I., since he was nineteen years of age.

Milton P. Hedge, born in 1825, is a son of John and grandson of Daniel Hedge. His mother was Nabbie, daughter of Joshua Sears. Mr. Hedge began going to sea in 1838, continuing until 1878, and was captain at the age of twenty-one. He is a member of the Boston Marine Society. He was married in 1848, to Elizabeth L. Sears. They have three children: John M., Joseph and George S.

James B. Hopkins, son of Isaac and Polly (Jarvis) Hopkins, was born in 1836, in Orleans. He went to sea at twelve years of age, and continued until 1872. He was acting master's mate in the naval service from 1863 to 1865, in the war of the rebellion. From 1872 to 1883, he was on the railroad in the postal service. He was married in 1867, to Georgianna, daughter of Doane Kelley. Mr. Hopkins is secretary of the Mount Horeb Lodge, A. F. & A. M., and junior vice-commander of Frank D. Hammond Post, No. 141, G. A. R.

Carlton Howes, son of Moses Howes, was born in 1812, and died 1871. He was a master mariner from 1836 to 1860. He was married in 1836, to Eunice C., daughter of Eben Paddock. They had two children, both of whom are deceased.

David P. Howes, born in 1815, is a son of William, grandson of Levi and great-grandson of David Howes. His mother was Lydia, daughter of Joseph Howes. Mr. Howes went to sea about twenty-five years, and has since been a farmer. He was married in 1836, to Temperance L., daughter of Eben Lothrop. They have three children: George P., Eben L. and Deborah B. (Mrs. C. W. Hall). Mr. Howes owns the homestead where his father and grandfather both lived. George P. Howes, son of David P. Howes, was born in 1840. He followed the sea for seventeen years. Since 1871, he has been engaged in agricultural pursuits. He was married in 1873, to Carrie A.



J. C. HOWES.

Farnsworth. They have four children: Eliza D., David P., Jennie T. and Inez J.

Daniel Willis Howes, born in 1835, is descended from Daniel⁷, Reuben⁶, Daniel⁵, Thomas⁴, Ebenezer³, Jeremiah², Thomas Howes¹. He went to sea until 1873, as master of steamships, and has since been special agent for the underwriters. He was married in 1862, to Abbie J., daughter of Joseph and Lucy (Howes) Nye, of Sandwich. Their children are: William N., Mona J., Willis N. and Joseph N.

Ezra Howes, was born in 1813, and died in 1872. He was a son of Zachariah Howes. He married Lydia A. Clark. Seven of their eight children are living: Ezra Thacher, Willis N., Lydia H., Herbert A., Charles F., Bessie E. and Fanny M.; one daughter having died. The residence built in 1805, by Zachariah Howes, was rebuilt in 1838, by Ezra T. Howes and his business associate, Edward H. Cole, and very appropriately named Bleak House (as it stands on an eminence with Scargo lake on the south, and Cape Cod bay on the north). Here these two gentlemen with their families spend the summer months. Mr. Cole is a native of Orleans, being the only survivor of Nathan and Caroline (Kendrick) Cole, and a grandson of Joel Cole.

James F. Howes⁶, born in 1847, is descended from James S.⁷, Lothrop⁶, Sturges⁵, Samuel⁴, Ebenezer³, Jeremiah², Thomas Howes¹. His mother was Lydia, daughter of William Howes. Mr. Howes is engaged in agricultural pursuits. He was married in 1870, to Sarah E., daughter of Nathan Stone, whose father, Nathan Stone, for many years held the office of town clerk, and was the first postmaster at Dennis. His father, Rev. Nathan Stone, was for forty years minister of the church of the East precinct of Yarmouth, now Dennis. He graduated from Harvard College in 1762, and died in 1804. The father of this eminent divine was Rev. Nathan Stone, of Southborough. Mr. and Mrs. Howes have four children: Susie B., Jessie S., Freeman and Lydia.

James P. Howes⁶, born in 1826, is descended from Eli⁵, Stephen⁴, Amos³, Joseph², Thomas Howes¹, who came from England to America in 1637. His wife was Mary. Mr. Howes is a farmer, and owns a part of the farm which has been in the Howes family for about two hundred years. He was married in 1852, to Margaret Jones. They have one daughter, Sarah, married to F. J. Prouty, and they lost one daughter..

JOSHUA C. HOWES.—This esteemed citizen of Dennis was born November 12, 1816, and is the only surviving child of Elkanah Howes and Lucy Crowell. The direct lineage of the subject of this paper can be traced back along the generations of the past to Thomas, the primogenitor of this name on the Cape. Beginning with Joshua C.,

it is then Elkanah, born 1778; Elkanah, born in 1751, and married Desire Eldridge; Stephen, who married Thankful Hall in 1739; Amos, who married Susanna Hedge in 1701; Joseph, who married Elizabeth Mayo; and Thomas, the pioneer of 1639.

Joshua C. Howes, like his neighbors' children, went to sea at ten years of age, which vocation he continued twenty years, the last ten as a master. He soon after embarked in a mercantile life that was continued twenty-five years, a history of which is given in another connection. In 1870 he was chosen director of the Yarmouth National Bank, in 1875 its vice-president, and in 1879 its president, which position he now holds. He represented his district in the legislature during the years 1855 and 1856, and held the appointment of deputy assessor in 1862, and continued as assessor and collector of internal revenue for the district until 1876.

He married Priscilla, daughter of Abner and Hannah (Sears) Howes, on the 11th of January, 1844, she being a descendant from the same Thomas Howes along another line, also the seventh in direct descent from the Pilgrim, Richard Sears. The fruit of this marriage has been four children: Flora, who survives; and Priscilla, Wallace and Florence, deceased.

CAPTAIN MOSES HOWES was born September 18, 1817, and when at the tender age of ten years he went forth to fight life's battle single-handed, he could hardly have anticipated the measure of success which he subsequently achieved by his persistent, well directed industry. Born of poor parents he early felt the importance of earnest effort on his part if he would succeed. His father, Moses, a son of Joseph Howes, a descendant of Thomas Howes, married Priscilla Sears. After one summer as cook on board a mackerel smack, with Captain Christopher Howes, the subject of this sketch, although young, resolved to take a better position, and so shipped before the mast on a foreign voyage from Boston. This his father opposed, but his answer was "I'll be master of a ship some day and a good one too—no smack." He was not content with a life of fishing and coasting as his father had long been, and his ideal in the shipmaster's profession was rapidly realized. From sailor to mate, and then master, and while yet young to the command of a fine clipper ship, were steps to which his determination led him, and he never, during his long career, lost a ship or was compelled to make a port he was not bound for. The year he was married he went as captain for Thomas B. Wales & Co., of Boston. He was at home one winter, after some years of active duty, when he was offered a clipper ship in the California trade. On this voyage a strife arose between his ship and one commanded by Captain Frederick Howes, of Yarmouth, as to which should arrive first. On the voyage, Boston to San Francisco, they arrived at the latter



Mass. Howie



LATE RESIDENCE OF MOSES HOWES,

Dennis, Mass.

port within five hours of each other. The last voyage he made was as master of the *Belvidere*, in the California, China and India trade, thence home, in 1870, by the Cape of Good Hope.

On the 28th of September, 1841, he married Jerusha S., daughter of Ezra and Jerusha (Sturgis) Hall. Ezra was a son of Isaiah and grandson of Edmund Hall. Mrs. Howes, who was born September 12, 1818, accompanied the captain five years on his voyages, including a trip around the world, taking pride in his superior seamanship, and she still retains as memorials the books of the voyages so well kept in his beautiful, bold chirography. In 1854, while he was absent, Mrs. Howes superintended the erection of their fine residence at Dennis, of which a view appears. Here, on the 29th of January, 1887, Captain Howes closed his earthly career, leaving her to complete the voyage of life alone.

Thomas Howes, son of Thomas, grandson of David, and great-grandson of Thomas Howes, was born in 1829. His mother was Huldah, daughter of Seth and Ann Allen. Mr. Howes has been a member of the school committee twenty-four years, justice of the peace sixteen years, commissioner to qualify civil officers nine years, is a trustee of the Bass River Savings Bank, and a director in Barnstable County Mutual Fire Insurance Company. He was married in 1862, to Esther D., daughter of Shubael Nickerson, jr. They have one daughter, Phebe D. Mr. Howes has been deacon of West Harwich Baptist Church for nine years.

CAPTAIN THOMAS PRINCE HOWES is the seventh in the line of descent from Thomas Howes, one of the grantees of Old Yarmouth, in the following order: Thomas¹; Jeremiah², his youngest son, who married Sarah, daughter of Governor Thomas Prince; Prince³; Lot⁴; Jeremiah⁵, a lieutenant in the revolution, afterward justice of the peace; Prince⁶; Thomas Prince⁷. He was born in the year 1817. At the age of thirteen years he commenced his vocation by going upon summer voyages. After that age he had no summer schooling, and none in winter after he was eighteen years old. He was master on voyages to the West Indies in 1841 and 1842, and to Europe until in 1850, when he commenced upon longer voyages—and in years succeeding he made many long voyages in the California and East India trade, retiring from life at sea in 1871.

After his retirement, his services were sought by his fellow-citizens in the civil affairs of the town. He was chosen a member of the school committee of Dennis for nine successive years, in six of which he occupied the position of superintendent of schools—the third incumbent of that office in the town. His labors to advance the educational standard of the schools bore good fruit, and marked improvement resulted from his efforts. He was elected a representative from the

Third Barnstable district—comprising the towns of Yarmouth and Dennis—for the years 1878 and 1879, and took an active and intelligent part in the debates and committee work of that body. Since 1881 he has filled the position of pilot commissioner for the port of Boston, receiving several reappointments. He is a working member of the Boston Marine Society, and is in frequent request in its business deliberations, and upon all its social and festive occasions.

Captain Howes has repaired the deficiencies of his early education by reading, study and observation. There are very few men engaged in business pursuits who have a better knowledge and higher appreciation than he of the best literature of the age; and he has traveled with open eyes, receptive mind, and habits of investigation in whatever portion of the world his voyages have carried him.

Captain Howes married Deborah Bassett, of Ashfield, Mass., who died in 1860. He has two sons: Thomas B., a master mariner in the East India trade, and William C., engaged in business in Florida; and a daughter, Martha P., wife of Richard R. Hefler, of Dennis.

Captain Howes retains his homestead, near the site of the house of the original Thomas Howes, and upon soil that has never been alienated from the Howes family since it was granted to the first of the name by the colony court, in 1639. His place as a literary man is farther noticed by Hon. C. F. Swift, at page 255 of this work, where his portrait appears.

CAPTAIN WILLIAM F. HOWES was born October 8, 1813. He was the descendant in the fourth generation of David Howes, who about 1728 removed from Nobscusset, now North Dennis, to Sesuet Neck—in the common vernacular “Suet neck.” This ancestor David, was a son of Lieutenant Jonathan Howes, whose father was Captain Thomas Howes, who several times led the Yarmouth contingent in the Narragansett war. His father Thomas Howes, sr., was one of the original grantees of Yarmouth.

The subject of this sketch was one of five sons of William Howes, who spent his later years cultivating the hereditary acres. These five sons all, sooner or later, took to the sea. William F. remained longer on shore, working on the farm and attending school, than most boys. In fact he was eighteen before he left home. Once commenced, he followed his calling closely. His home was literally on the deep for the greater part of his sea life. He was an active and efficient seaman and officer, and after numerous voyages, and passing through all the grades of seamanship, took command of a vessel in 1840. From that time on to his retirement in 1862 he was almost constantly at sea on distant voyages to most of the seaports of the world. It is worthy of notice that in eighteen years of his service he only changed ships once—sailing nine years each in two ships.



William F. Gomes.

On retiring from the sea with somewhat enfeebled health, he devoted his time mainly to his private affairs, but he was interested in all matters that concerned the public good. He was an earnest promoter of the East Dennis library, and all measures for social improvement. He was a person of somewhat reserved manners and taciturnity of speech, but his heart was sincere and kind, and his hand open when his judgment approved. He had a high character as shipmaster and as a man of business, and his firmness, perseverance, honesty and integrity were worthy of his sturdy ancestry.

Captain Howes was married December 31, 1838, to Captain Parker Miller's daughter, Betsey H., who died June 17, 1859. On the second of August, 1860, he married Margarette J., daughter of Stephen Homer. Mr. Homer, born in 1796, received a christian name which was born by his paternal ancestors for several generations. He was in his day a leading local man, a justice of the peace, school commissioner, master mariner, and for years an active salt maker at Quivet neck, where he lived and died in the house where his daughter, Mrs. Howes, was born.

Of Captain Howes' seven children, two died in infancy; William F., jr., born in 1844, was second mate in a merchant ship, and died in Calcutta, May 30, 1865; Benjamin P., born in 1849, was first mate on a merchant ship, and died in the West Indies, in 1876, and was buried at sea; his twin sister, Hannah, died in 1872; Stephen M., born December 31, 1852, went into the stove business in 1872, at Rockland, Mass., and seven years later, at Boston in a wholesale stove business. His children are William F., Frank M. and Evelyn Howes. The only other surviving child of Captain Howes is his daughter, Bertha, born April 12, 1862, who with her widowed mother, resides at the homestead at East Dennis, where he died November 4, 1878.

CAPTAIN LEVI HOWES, the eldest of the four brothers of Captain William F. Howes, above mentioned, was born February 20, 1812, and died May 11, 1874. He was the oldest of the five sons, all of whom retired safely after a seafaring life. At the age of twelve he went to sea, first serving as cook on a packet between East Dennis and Boston, and within ten years he was himself a master mariner. His career at sea was somewhat eventful. At the age of twenty-eight he commanded the ship *Harold*, of Boston, on a voyage from Calcutta, when the vessel was burned, barely allowing the escape of the crew to the boats. After several successful years in foreign merchantmen, he was interested with Christopher Hall and Prince S. Crowell in ships built at East Dennis, where, in 1845, he erected the residence now the summer home of his widow. The financial crisis of 1857 having effectually impeded this business, he again went to sea for a few years, retiring in 1865, having several times circumnavigated the globe.

Captain Howes was a well-known shipmaster, standing high in his profession as a practical mariner, while as a business man he was highly respected in commercial circles. His first wife, Myra, daughter of Isaiah and Thankful Howes, died in 1850, leaving a son—Levi A. Howes, now of Woods Holl. The captain was again married, December 28, 1852, to Eliza J. Davis, of Chatham, daughter of Samuel Davis, whose father was also Samuel. Her mother was Jane King, daughter of Roger King, of Brewster. The three children by the second marriage are: Austin P., who married Mollie Cook, and is a lumber and grain dealer at Blair, Neb.; Myra E., who married Nathan C. Sears, and resides at Wisner, Neb., and Helen L., who married Zebina K. Doane, and resides at Blair, Neb.

Captain Howes in his lifetime was deeply interested in the advancement of the schools of his town, to which he gave several years of his personal attention. He was characterized by his strong will, industry and conservative business habits, which assured his success in all undertakings on land and sea. His ability made him conspicuous for the official positions within the gift of his townsmen, but he declined all such honors, save the few years he was superintendent of their schools. The social relations of life and the scattering of blessings in the paths of others pleased him best.

Thomas S. Howes, 2d,^a born in 1852, is descended from John⁷, John⁶, Edmund⁵, Amos⁴, Amos³, Joseph², Thomas Howes¹. His mother was Sabra Sears. Mr. Howes is a cranberry grower. He was married in 1885, to Annette, daughter of Freeman G. Hall. They have two daughters: Annette S. and Elsie G.

Ebenezer B. Joy, eldest son of Ebenezer B. and Rhoda Joy, and grandson of John Joy, was born in 1833. Mr. Joy is a seafaring man. He was married in 1856, to Melissa D., daughter of Enos Rogers, of Harwich. Their children are: Allen B., Lulie E., E. Lincoln (died February, 19, 1890, aged twenty-two years,) Enos Rogers and Winifred Mary. Mr. Joy has been secretary and treasurer of the West Harwich Baptist Society for thirteen years.

Charles G. Kelley was born in 1823, in North Harwich, and died October 31, 1889. He was a son of Isaac, grandson of Anthony, and great-grandson of Ebenezer Kelley. His mother was Hannah, daughter of Theophilus Burgess. Mr. Kelley first went to sea at the age of twelve, and at twenty-two took charge of a vessel. He was a member of Mount Horeb Lodge, A. F. & A. M. He was married in 1845, to Chloe, daughter of Peter Coleman. They have had two children: Charles H. and Flora B. The latter is deceased.

Elihu Kelley was born in 1817. He is a son of Elihu and grandson of Elihu, whose father was Eleazar Kelley, who was a large land owner in the southwestern part of the town of Dennis. His mother



Levi Howes

was Betsey, daughter of Jabez Howes. Mr. Kelley was a seafaring man from the age of thirteen until 1882, and was master of vessels forty years. He was married in 1840, to Anna C., daughter of Gideon Crowell. They have four children: Gideon C., Ruth A. (Mrs. I. N. Baker), Faustina H. (Mrs. R. P. Kelley) and Ada A. (Mrs. George A. Nickerson).

Fernandes G. Kelley, son of Isaiah and grandson of Patrick Kelley, was born in 1821. His mother was Sally, daughter of James Downs. Mr. Kelley began going to sea at fifteen years of age and from 1843 to 1887 was captain. He was married in 1843, to Susan, daughter of David Howes. They have four daughters: Ellen, Susan H., Adelia C. and Lura M. Mr. Kelley is a member of the West Harwich Baptist church.

Howard Kelley, son of Ahirah, and grandson of Amos Kelley, was born in 1850 and is a seafaring man. He has been master of a schooner since 1884. He was married in 1876, to Amelia L., daughter of Richard Nickerson. They have three children: Celia D., Obed B. and Irving W.

James Kelley, the only surviving child of Samuel E. and Eliza (Covil) Kelley, grandson of Ebenezer, and great-grandson of Oliver Kelley, was born in 1837. At the age of twelve he began going to sea and since 1860 has been master of coasting and foreign vessels, and is now a member of the Boston Marine Society. His first wife, Mary H. Kelley, died, leaving one son, Edwin T. The present Mrs. James Kelley, is Mary L., daughter of Sears Howes. They have three daughters: Lizzie M., Sarah T. and Mary H.

Jonathan E. Kelley, son of Jonathan, grandson of Nehemiah, and great-grandson of Joseph Kelley, was born in 1849. His mother was Tabitha Hawes. Mr. Kelley has followed the sea since he was twelve years old, as master since 1877, and is a member of the Boston Marine Society. He was married in 1872, to Eliza, daughter of Sylvester Baker. They have two children: Thacher T. and Almena.

Joseph B. Kelley, born in 1819, is the only surviving child of Asa and grandson of Jeremiah Kelley. His mother was Hannah, daughter of Joseph Kelley. Mr. Kelley began going to sea at the age of nine years, and from twenty-two years of age until 1878, went as captain. He was married in 1840, to Abigail Howes. They have six children: Leander, Esther H., Abbie, Joseph H., Isaac R. and Albert C. Mr. Kelley is a member of the West Harwich Baptist church.

Nathan Kelley, born in 1815, is a son of Bangs and grandson of David Kelley. His mother was Priscilla Small. Beginning at nine years of age, Mr. Kelley followed the sea until 1882, and was master thirty-five years. He was married in 1837, to Mehitabel Gage. They have two children living: Nathan B. and Phebe—and have lost two.

Otis E. Kelley, born in 1855, is the youngest son of John and Eliza Ann (Kelley) Hawes. Mr. Kelley's father died when he was a small boy and he was adopted by his mother's brother, Ebenezer Kelley, son of David Kelley, and his name was changed from Hawes to Kelley. He was married in 1879, to Lydia, daughter of Sears Howes. They have two children: Otis E., jr. and Athelia L.

Royal P. Kelley, born in 1848 in Harwich, is a twin son of Nehemiah D., jr., and Mary (Doane) Kelley, and a descendant of Jeremiah Kelley, who was the first one of the name that settled on the Cape. Mr. Kelley has been engaged in the meat business at Dennis Port since 1875. Prior to that he was a sailmaker with his father. He was married in 1873, to Faustina H., daughter of Elihu Kelley. They have two children: Sarah H. and Inez M. Mr. Kelley is a member of the West Harwich Baptist church.

STILLMAN KELLEY.—This venerable gentleman, now a resident of East Dennis, is a descendant in the third generation from Patrick Kelley, who had a son of the same name, both residents of Harwich in the last century. Oliver, the next in the male line of this branch of the family, was born December 31, 1795, and married Priscilla Chase, born November 28, 1796. Of their seven children four survive: Stillman, the subject of this sketch; Lorenzo, Priscilla and Mary A. Of these, Lorenzo, born January 9, 1820, married Fanny Small, of Brewster, and resides at Harwich; Priscilla, born December 15, 1822, married Zebina S. Doane, a ship broker in Boston; and Mary A., born February 17, 1834, married Anthony Megathlin, a mariner of Harwich.

Stillman Kelley was born February 16, 1816, went to sea at twelve years of age, coasting and fishing until 1840, and subsequently for nine years was captain of a packet from East Dennis to Boston. In 1849 he engaged in a fishing and mercantile business, as given in the East Dennis history. On December 22, 1836, he married Olive Howes Sears, daughter of Heman and Abigail Sears. She spent years in originating and perfecting the Sears family tree. She was born December 29, 1818, and at her death, February 1, 1879, left ten children: Heman Sears, born October 25, 1837; Olive Frances, July 18, 1840; Abbie Sears, September 18, 1842; Hannah Salisbury, February 13, 1844; Ellen Maria, January 27, 1846; Fannie Lavinia, April 19, 1848; Stillman Francis, February 28, 1851; Zebina Doane, November 17, 1852; Elsie Mary, March 17, 1857; and Carrie Walton, born April 29, 1860.

Of this large family, all of whom survive, only two—Fannie and Carrie—remain at the homestead with the father. Heman married Lucy H. Nickerson, and has two sons: Braddock N. and Heman J. Olive married, in 1869, Jacob Sears* (Daniel*, Jacob*, Edmund*, Ed-



Stittman Kelley

mund⁴, Paul³, Paul², Richard¹). He was a prominent dealer in fish and cranberries until his death in 1871. Abbie married Abner Hopkins, and has one son, Ralph E. Hannah married David Shiverick, jr., and has three children: George W., Sarah S. and Olive A. Ellen married George W. Green, and has two children: Frances M. and Frank A. Stillman F., in the fall of 1875, married Chloe C., daughter of Nathan Sears, and has two sons: Stillman R. and Edmund S. Zebina married Hannah C. Sears, and has one daughter, Edith H. Elsie married Charles W. Robinson, and has two children: Philip H. and Grace S.

Thus Mr. Kelley finds himself, at the end of man's allotted time, surrounded by children and grandchildren in homes of their own. He has been identified with the social, civil and religious interests of East Dennis for forty years, and has been an important factor. Although a thorough republican in politics, he never would accept any civil office. Since 1853 he has been clerk of the religious society of the village, and is ever ready to assist in building up and sustaining schools, churches and libraries for the advancement of the community. He was formerly energetic in establishing the common schools on their present good basis, and is a leading spirit in all good works of the present day. In accordance with his broad and liberal views, he has educated his own children for usefulness, fitting the daughters for teachers of music and public schools, and the sons for thorough business men.

While all are well settled, the second son, Stillman F., has attained to the greatest business success, having made a large property in the firm of I. O. Whiting & Co., the largest importers of grocery molasses in this country. His residence at Cambridge is one of the finest in the suburbs of Boston.

Wilbur K. Kelley, born in 1848, is a son of Samuel, grandson of Asa, and great-grandson of Jeremiah Kelley. His mother was Lavina, daughter of Wilbur Kelley. Mr. Kelley has been several years in the mercantile trade, and since 1886, he has kept a livery stable at Dennis Port. He was married in 1886 to Mrs. Hannah S. Moody, daughter of Amos R. Wixon. They have one son, Wilbur S. Mrs. Kelley had two children by her former marriage: Myra A. and Rowena B. Moody.

Michael Kerien, son of James and grandson of George Kerien, was born in Liverpool, England, and came to this country and settled in Dennis at the age of fourteen years. He was married to Esther H., daughter of Joseph B. Kelley. They have six children: Everett C., Mena K., Samuel B., Ella B., James H. and Essie M. Everett C. has carried on a grocery store at Dennis Port since 1881.

Mrs. Mercie K. Kinyon, is a daughter of Zadok Crowell, granddaughter of Isaac and Lydia Crowell, and great-granddaughter of

Jonathan and Phebe Crowell. Her father was postmaster at West Dennis eleven years. She was first married to Calvin Baker. He died in 1861, and she married in September, 1881, Stephen A. Kinyon, grandson of Isaiah and Priscilla Crowell. He died in February, 1888, aged sixty-six years. He was a son of Stephen C. and Betsey Kinyon.

CAPTAIN HIRAM LORING.—This well known citizen of West Dennis traces his lineage to David Loring, an early settler in Barnstable, where his son David was born and lived. John, son of the latter, was also born in Barnstable, and subsequently removed to Yarmouth, where he married Sarah Hawes. After her death he married Elizabeth Coffin of Nantucket. Of the eight children born of this second marriage, only three survive: Hiram, George H. and William D.

Hiram Loring was born December 25, 1821, in the north part of Yarmouth. The common schools of the day afforded him only a limited education, and this was early interrupted by his going to sea at the age of ten. From the lowest position to the highest he steadily advanced with the years, until at twenty-two he was a master mariner, in which capacity he served until 1861—a score of years. In his last voyage he well remembers the stirring news of the bombardment of Sumter, which occurred while his vessel was at anchor in Bass River harbor.

In November, 1844, he married Sarah, daughter of Freeman and Sarah Crowell of West Dennis. Of their two children, the elder, Sarah K., married Joseph G. Small of South Dennis, and they have two children—Joseph L. and Lizzie L. Of these, Joseph L. Small married, in October, 1889, Beccie Eldredge of South Harwich, and Lizzie L. is at home with her parents. Hiram D. Loring, the younger, born 1850, was married in 1873 to Abbie A., daughter of William P. Davis of Yarmouth Port. Their children are: Bessie F., H. Clinton, Willie P. D. and Edith R. These children are at the home of their father, who has been a prominent merchant at West Dennis since 1872, has been postmaster four years, and secretary of the Bass River Savings Bank since 1883.

As soon as Captain Loring had retired from the sea he established, on the west side of Bass river, a wholesale business in coal, flour and corn, under the firm name of H. Loring & Co., which was continued twenty-three years, when he sold to Captain Fuller, and the firm was changed to Loring Fuller & Co. His republican proclivities and rare qualifications rendered him prominent for official positions, and he consented to hold the office of selectman; but preferring the social and business relations of life, he declined further reelection after a service of two years. He has been largely interested in the Marine Insurance Company as one of its managing officers, and is now presi-



Horace Loring

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dent of the Bass River Savings Bank. His other business relations are noticed in the history of South Yarmouth.

Captain Loring is a thorough and energetic business man, and notwithstanding the consequent cares, he finds time to advance the interests of the Methodist church and other social enterprises of his community. His success and liberality induce those requiring advice and assistance to appeal to him, and justice is meted out to all. His word and bond are synonymous, and when given bear the ring of worth to their full value, and although in the evening of his allotted years his light and activity are the sustaining elements in many principal enterprises.

David Matthews, born in 1819, is a son of Jonathan, grandson of Jonathan, and great-grandson of David Matthews. Mr. Matthews has been a house carpenter since he was sixteen years old. He was married in 1844, to Susan B., daughter of James Taylor, whose father, Samuel, was a son of Hezekiah Taylor. They have four children: Eldora, born 1848; Jonathan, born 1850; Lucie T., born 1853; and David L., born 1859.

Edmund Matthews, born in 1830, in Yarmouth, is a son of Edmund and grandson of Ezekiel Matthews. His mother was Rebecca Crowell. Mr. Matthews is an architect and builder. Since 1885 he has been in the store at Dennis with his son, and is assistant post master. He was married in 1853, to Priscilla, daughter of Moses Howes. They have two children: E. Clarence, a merchant and post-master at Dennis; and Jeannette H., wife of Robert O. Robinson.

Nathaniel Myrick, youngest son of Nathaniel and Anna (Howes) Myrick, was born in East Dennis in 1822. He was married in August, 1888, to Hannah L., widow of the late Seth Crowell, jr. He died in 1861, leaving one daughter: Hannah H. His father, Seth Crowell, died in 1873. Mrs. Myrick is a daughter of Asa P. and Hannah L. (Newcomb) Arey, granddaughter of Reuben, and great-granddaughter of Reuben Arey. Mr. Myrick had previously been twice married. He has one son, Edwin H., born in Spencer, Mass., in 1850.

Josiah Megathlin was born in 1822, in Harwich. He is a son of John Megathlin, who came to this country from England when eight years old. Mr. Megathlin's mother was Mehitabel Studley. He began going to sea at the age of ten, and since 1857 has been master. He was married in 1844, to Hannah B., daughter of James Whittemore. Of their eight children three are living: Josiah P., Louisa B. and John.

James K. Nickerson, son of William, and grandson of Isaac Nickerson, was born in 1837. His mother was Hannah, daughter of James Kelley. Mr. Nickerson is a seafaring man. He was married in 1859,

to Bathia, daughter of Zelotes Wixon. Their children are: Dama K., Lucy W., Etta S., James R., Zelotes B. (deceased), and William F.

Miller Thacher Thayer Nickerson, is a son of Miller W., who is the eldest of twelve children of Eleazar, whose father, Eleazar, was a son of Eleazar, and grandson of John Nickerson. His mother was Almira, daughter of Elijah Chase. Mr. Nickerson is one of eight children, four of whom are living. He spent several years in the West and was for eleven years a merchant at Avon, Ill. He returned to Dennis in 1876, where he has since been a gardener and fisherman. He was a member of the school committee for six years. He was married in 1866, to Sarah L. Davis, of Illinois. They have three children: Fanny D., Clarence M. and Morris T.

Nathan G. Nickerson, born in 1855, is a son of Gorham, grandson of Levi and great-grandson of Eleazar Nickerson. His mother was Data Hall. His father, Gorham Nickerson, was a sea captain for many years. He died in October, 1884. Mr. Nickerson went to Boston in 1871, where he has been engaged in business since that time. He is now one of the firm of Dyer, Rice & Co. He was married in 1875, to Rosie B. Hallett. Their two children are: Nathan G., jr. and Marion H.

Southworth H. Nye was born in Sandwich, in 1848. He is a son of Heman and Tabitha (Fuller) Nye, grandson of Heman, and great-grandson of Joseph, whose father was Joseph Nye. Mr. Nye came to Dennis in 1867, and a few years later he bought the meat business which he has carried on at Dennis since that time. He was married in 1874, to Anna W., daughter of Jeremiah Howes. They have had five children: Hannah M., Georgetta, Heman Willis, Laura S., and Ruth W., who is deceased.

Miss Mary C. Paddock is a daughter of Judah and Mary C. (Crowell) Paddock, and granddaughter of Judah and Bethiah (Gray) Paddock. Her father, Judah Paddock, was born in 1790, and died in 1855. He went to sea in his early life, and for several years prior to his death he was engaged in salt making at East Dennis. He had eight children, only two of whom are living: Nathan C. and Mary C.

Samuel Paddock, born in 1811, died in April, 1888, was a son of Eben, grandson of Samuel, and great grandson of Judah Paddock. His mother was Hannah H., daughter of Enoch Hall. Mr. Paddock was one of six children, of whom only two survive—one sister and Stephen H., who lived on the father's homestead with his brother Samuel, and together they were engaged in agricultural pursuits and salt making. Mr. Paddock was married to Huldah H., daughter of Aaron Crowell. They had three children: two who died in infancy and Hannah H., who now lives with her mother and uncle on the



Joshua Lewis

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LATE RESIDENCE OF JOSHUA SEARS.

East Dennis, Mass.

homestead. Near this homestead is the Paddock family cemetery. Some of the headstones bear date of 1707.

Samuel A. Peak, son of John Peak—who kept the Point Gammon lighthouse for thirty-six years prior to its being discontinued—was born in 1839. He went to sea from 1852 to 1880, the last fifteen years as captain. He was assistant keeper at the Bishop light from 1880 to 1881, and has since been in charge of the Bass River light. He was married in 1859, to Mary L., daughter of Thomas Sherman. They have one son, Thomas S.

Mrs. Helen J. Robinson is the widow of Robert J. Robinson, who was a merchant at St. Croix, W. I., where he died in 1881. Mrs. Robinson came to Dennis in 1885, and fitted up a small residence near Scargo lake. Her only son, Robert O., was married in 1887, to Jeannette Howes Matthews, and has built a cottage near his mother's, where he resides.

Nathan F. Rogers, born in Orleans, in 1832, is the eldest son of Nathan and Sarah Rogers, and grandson of Mulford Rogers. He first went to sea at the age of eleven years, and has been master mariner since twenty years of age, with the exception of one year, when he was in business in Connecticut. He was married first to Susan Taylor, in 1856. She died in 1865, and he married Sarah A. Baker, who died in 1881. His present wife, Jessie H., is a daughter of James Raybold. They have two daughters: Nettie R. and Jessie F. Mr. Rogers is a member of Sylvester Baxter Chapter, R. A. M.

Benjamin Parker Sears, born in 1826, is a son of Edward Sears, who was born in Dennis in 1780, married in 1804, and died in 1858. He had eight sons and one daughter, of whom Dea. Benjamin P., of Dennis Port, is the only survivor. The mother of the latter was Abigail, daughter of Shubael and Rebecca (Chace) Baker. She was born in 1783 and died in 1853. Her mother, Rebecca, was descended from Richard Chace^o, Thomas⁴, John³, William² and William Chace¹, who came from England in 1630 and to Dennis in 1637. Dea. Benjamin P. Sears was married in 1851, to Olive, daughter of Bangs Kelley. They have four children living: Benjamin A., born in 1854, in business in Boston; Laura B., born in 1856, married to Horatio B. Baker; Roger W., born in 1858, married to Sadie F. Hall, and lives in Boston, and Emery W., born in 1861. Deacon Sears followed the sea until 1869, and from that time till 1886 was captain and agent of a tug boat at Boston. He is a member of Mount Horeb Lodge and president of the West Harwich and Dennis Port Republican Club.

CAPTAIN JOSHUA SEARS, deceased, was born June 10, 1817, at East Dennis, and was the last representative in his generation of that extensive family name. He was eighth in the male lineage; Richard¹, Paul², Paul³, Edmund⁴, Edmund⁵, Joshua⁶, Ezra⁷, his father, who had

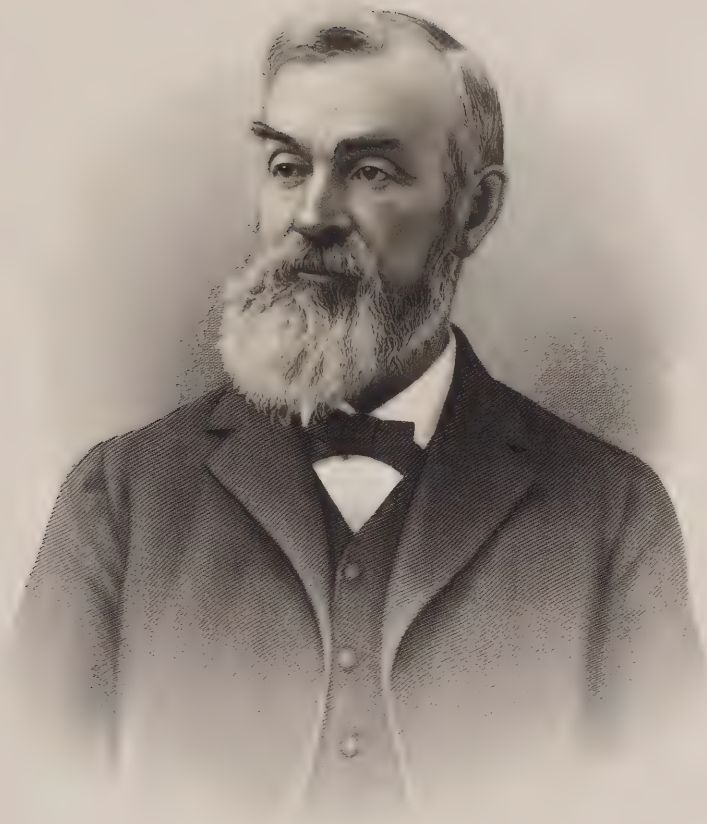
five sons, of whom the subject of this biography was the eldest. At ten years of age he chose the profession in which in after life he so greatly excelled. He was mate at the age of twenty-three, and at thirty, in 1847, was in command of the *Burmah*—his first ship. His ambition was to command the best ships, and his scrupulous neatness on board, and conscientious preservation of any property entrusted to his care, enabled him to choose his vessels. He was engaged entirely in foreign voyages, visiting the East Indies nineteen times, and often touching at China and the Sandwich islands. His experience of nearly forty years on the sea was more extensive and responsible in its nature than most of his contemporaries. His many long voyages had dangers, but his careful command insured crew, ship, and cargo against accident and loss.

He was married June 11, 1840, to Minerva, daughter of William and Sally (Small) Handren, of Harwich. She accompanied the captain on four long voyages, the last being in the *Wild Hunter*, and around the world. He left the sea during the war of the rebellion retiring to his pleasant home in East Dennis, where he died March 22, 1885. His wife and an adopted daughter, Mrs. E. D. Crowell, survive him. He was much beloved by the entire community for his genial, uniformly kind and upright character, and by the ship owners and the commercial world for his firm, just and reliable dealings. His record is one of honor, of honest labor and well-done duties. He was not only a model as a seaman and officer, but in preserving old friendships and in making others happy by kind and generous deeds.

NATHAN SEARS.—The lineage of this citizen is direct from the first of that family name who came to the town. The male line is: Richard¹, Paul², Paul³, Edmund⁴, Edmund⁵, Edmund⁶ and Nathan⁷. Edmund Sears, father of Nathan, married Betsey Crowell, one of the descendants of the grantee of 1639. Of their six children only two survive: Nathan, of East Dennis, the subject of this biography; and Hannah, who married Joshua G. Sears, and resides at Shelburne Falls, Mass.

Nathan, the third child, was born August 30, 1821, in the old family homestead, still standing, which was built by his grandfather in the last century, and which is now the home of Henry H. Sears, the great-grandson of the builder. The common school and the old academy at East Dennis furnished the means of education for Nathan Sears until he was fourteen years of age, when he went to sea as cook. He served in various capacities in coasting and foreign voyages until 1852, when he retired. The same year he went into the fishing and mercantile business as one of the firm of Kelley, Sears & Co., until 1875, when he assumed the care of his farm.

He was married July 4, 1844, to Sarah C. Howes, daughter of Isaiah



William Searcy

Howes, one of the descendants of the first Thomas Howes. Of their eight children, the five survivors—each married and well settled in life—are: Henry H., Myra H., Chloe C., Nathan C. and Seth Sears.

Henry H. Sears, born July 17, 1845, was married February 17, 1870, to Mary C. Homer. They have two children: Harry E., born October 26, 1871; and Joseph H., born April 6, 1873. Henry H. was elected in 1889 to his third term as selectman, and is chairman of the board. He was nine years a member of the school board, and for years has been a merchant at East Dennis. Myra H., born February 24, 1851, married Dr. R. F. Graham, and resides in Greeley, Col. Chloe C., born August 17, 1853, married Stillman F. Kelley, October 13, 1875, and lives at North Cambridge, Mass. Their children are: Stillman R., born December 17, 1878, and Edmund Sears Kelley, born December 16, 1886. Nathan C., born January 17, 1856, married Myra E. Howes, and resides in Wisner, Neb. Their child is Nathan H. Sears. Seth Sears, born August 19, 1860, married Francis B. Winslow, and is a teacher in Charlestown, Mass.

Mrs. Nathan Sears, mother of the eight children mentioned, died November 5, 1883. Mr. Sears married, September 24, 1885, Julia F. Long, daughter of Jeremiah and Jerusha (Sears) Long. Jerusha was a daughter of Levi Sears, a descendant of Silas in another line from Richard. Mr. Sears resides in his beautiful home, erected in 1848, at East Dennis, within a stone's cast of the house in which he, as well as his father, was born. He has found his time fully occupied with his varied business interests, and has therefore avoided the busy arena of politics. A republican in his convictions, he has filled no offices other than such comparatively unimportant ones as pertain to his immediate locality. He renders material aid to the Wesleyan Methodist church, and is open-handed in all public enterprises. In the evening of an industrious and varied life he enjoys a competency amid the scenes of his childhood, in the confidence of all who know him.

Paul F. Sears, born in 1846, is the youngest of six children of Dean, and grandson of Paul Sears. His mother was Rosanna, daughter of Reuben Sears. Mr. Sears was a farmer until 1875. Since that time he has been a merchant at East Dennis, in the firm of H. H. Sears & Co. He was married in 1867, to Bessie O., daughter of Barzillai Sears. They have one daughter, Mabel B.

David Shiverick was born in 1843. His father, David Shiverick (born in 1812, died in 1889), was a ship builder at East Dennis, with his brother, Asa Shiverick, of Falmouth. Mr. Shiverick was a ship carpenter about ten years, and since that time has been a farmer. He was married in 1867, to Hannah S., daughter of Stillman Kelley. They have three children living: George W., Sarah S. and Olive A. One child died in infancy.

Alvan Small, who was born in 1811, and died in January, 1890, was one of the twelve children of Samuel and Lydia (Burgess) Small, grandchild of John Small. He went to sea at the age of ten years, and at twenty was captain of a vessel, and continued to be for twenty years, and then was a merchant twelve years. He was selectman ten terms. His wife, to whom he was married in 1832, and who died in 1875, was Betsey, daughter of Phineas Baker. Their three children living are: Lucy (Mrs. Jethro Baker), Elizabeth and Emily V.

Coleman N. Thacher, born in 1858, is descended from Joseph F.⁷, Benjamin⁶, Solomon⁶, Joseph⁴, Judah³, John³, Anthony Thacher¹, who was married in England to Elizabeth Jones. They landed at Newburyport in 1635, and four years later they settled in Yarmouth. Mr. Thacher's mother was Susan, daughter of Coleman Nickerson. Mrs. C. N. Thacher is Annie M., daughter of James Crowell. Their children are: Susie L. and Mercie A.

Lothrop Thacher⁸, born in 1816, is the eldest son of Lothrop T.⁷ (Ebenezer⁶, Joseph⁶, Judah⁴, John³, John², born in 1635, Anthony Thacher¹). His mother was Thankful Nickerson. Mr. Thacher began going to sea at the age of nine years, and from 1837 to 1879 he was captain. He was married in 1840, to Mercy B., daughter of Elihu Kelley. They have three daughters living: Flora B., Mercy L. and Ida May. One daughter, Ella D., died.

Charles C. Weysser, born March 24, 1863, is a son of Charles W. and Sarah N. (Crowell) Weysser, and grandson of Christopher Weysser. His father was in the civil war, in Company G, Fifty-eighth Massachusetts Volunteers, and died in the service in 1864. Mr. Weysser has been engaged at West Dennis in the hardware store of Samuel A. Chase since April, 1881.

Warren W. Whelden is a son of Miller and grandson of Miller Whelden, whose father, Miller, was a son of Seth Whelden. His mother was Anna, daughter of Reuben Ryder. Mr. Whelden is a farmer, occupying the farm where his father lived, at South Dennis. He is one of eleven children, six of whom are living: Mercy, Warren H., Russell F., John D., Anna P. and Maria T.

Abner R. Wixon, son of Abner R. and grandson of Sylvanus Wixon, was born in 1849. His mother was Polly, daughter of Calvin Baker. Mr. Wixon has been at sea since he was thirteen years old, and since nineteen has been captain of vessels. He is a member of Mount Horeb Lodge, A. F. & A. M. He married in 1872, Eliza A., daughter of William Garfield. She was born in 1854. They have one son, William F., born in 1872.

Nehemiah Wixon, born in 1826, is a son of Nehemiah, grandson of Barnabas, and great-grandson of Reuben Wixon, who is a descendant of Robert Wixon, whose will was dated at Eastham, 1685, and

mentions two sons—Barnabas and Titus. Mr. Wixon's mother was Charity Chase. He began going to sea at the age of nine years, continuing until 1878, twenty-four years of the time as master. He was married in 1848, to Amy, daughter of Phineas Wixon. They have one son, Robert E.

Joshua P. Wixon, born in 1823, is a son of Joshua, grandson of Joshua, and great-grandson of Reuben Wixon. His mother was Susanna Smith. Mr. Wixon followed the sea for several years. He was married in 1845, to Bathsheba, daughter of John B. Snow. They had two children, who died: Joshua P., jr. and Izora P.

Thomas F. Hall was born June 23, 1841. He early went to sea, was a ship-master at twenty-one, and in 1865 removed to Omaha, Neb., where he has since resided, engaging in the real estate business. He has been a member of the legislature of his adopted state, has been six years postmaster of his city. His wife is Amelia J., daughter of Zadok Crowell, West Yarmouth, and they have one daughter—Mary L. Christopher Hall, his father, was a prominent man of East Dennis, and for him the first ship of Cape Cod—the *Revenue*—was built by the Messrs. Shiverick. He owned portions of other vessels built there, and was the first president of the Cape Cod National Bank, which position he held until his decease in 1857, aged forty-eight years. Christopher Hall erected the first mill for grinding salt at Boston, and was one of the public men of Dennis. His benevolence and generosity will be long remembered.

Warren Snow, son of Warren and Sarah Snow, and grandson of Elisha and Betsey Snow, was born in Dennis. He was married in 1850 to Rosilla Rogers. Their two daughters are: Edna C. and Nellie D. Mr. Snow was for several years a lumber and coal dealer, and is now engaged in cranberry culture.

CHAPTER XIX.

TOWN OF CHATHAM.

Natural Features.—Settlement.—Incorporation.—Early Town Action.—Town Poor.—Town House.—Industries.—Ordinaries.—Lighthouses and Life Saving Stations.—Mail and Express Business.—Burying Grounds.—Present Condition.—Churches.—Schools.—Civil History.—The Villages and their Institutions.—Biographical Sketches.

THIS is the southeastern town of the county, in the elbow of the great arm as represented by the entire cape; and is bounded north by Harwich and Orleans, east by the ocean, south by the sound and west by Harwich. Its breadth and length are each about four miles, and it lies in latitude $41^{\circ}, 40'$ north. It is encompassed on three sides by water, Pleasant bay being on the north and separating it from Orleans. Its distance from the court house is twenty miles, and from Boston ninety-three. The town has the general appearance of a plain, but is diversified with small sand knolls and corresponding depressions. Great hill, the highest elevation, is the first land visible to the seamen when approaching the town, and from its summit Nantucket is plainly visible twenty miles to the southward, and the long sandy neck of Monomoy is traceable to its most southern point.

The numerous bays and sounds that indent the greater portion of its perimeter, render the town very irregular in contour, and greatly lessen its land surface. One-half of a square mile of its surface is occupied by ponds having no visible outlets. Of these, Goose pond is the largest and covers an area of sixty-six acres; four ponds west of Goose cover sixty-eight acres, their area being respectively fifteen, eleven, twenty-nine and thirteen acres; a pond in the southwest part covers fourteen acres; one southwest of West Chatham, fifteen; two east of Goose pond, fourteen and twenty-five; two southwest of Great Hill, ten and thirty-one; one northwest of Great Hill, twenty-four; and one north of that of thirteen acres. There are also many of inconsiderable size distributed throughout the town.

In passing along the principal roads of the town the casual observer might conclude that the soil was too sandy for agricultural purposes; but there is much productive land. The wind in many parts has swept away the turf and soil, leaving abrupt specimens of the original

surface, and no considerable portion of the inhabitants are engaged in husbandry beyond the culture of cranberries in suitable places; and to this industry less attention is paid than in towns to the westward. It excels in harbors, furnishing within its projecting points more and safer anchorage than any other town; but in no other are the changes from wind and tide greater. (See Chapter I). The harbors are free from rocks, but the shifting sands require skill and almost a daily familiarity with them to be safely navigated. Inside the beaches and on the southern side of Strong island are salt marshes, flowed by the tides. The west side of Monomoy, which is virtually an island stretching ten miles toward Nantucket, was formerly a long salt marsh but the wind has filled it with sand.

The streams are short and not available for mill purposes. Mitchell's river connects Mill pond with the Cove and Stage harbor; west of Stage harbor is Cockle Cove river, connecting Salt pond with the sound. Muddy creek, flowing northeasterly into Pleasant bay, forms in part the northwestern boundary between Chatham and Harwich, and Red river, flowing into the sound, the southwestern.

Peat has been obtained for fuel from the ancient bogs in years past; but cranberry culture in these spots is now of more profit. The woodland of the town, comparatively less than in towns to the westward, is mostly along the western bounds. Hundreds of acres of pines have been planted in the central and northern parts. This planting began about fifty years ago.

The original Indian name was Monomoyick and has been variously written with the same significance. In the territory embraced within the limits of the town the natives, unmolested, enjoyed their customs many years after the English had settled Old Eastham and Yarmouth. Early in the spring of 1665, William Nickerson, mentioned at page 458, settled here, having purchased of the Indians, in 1656, the first lands for settlement by the whites. The first territory purchased was of John Quason, chief of Monomoyick, and was a large tract north of the road now leading from Chatham to West Brewster, and south of and near to Potanumaquut. June 19, 1672, the same sachem, Quason, joined with Mattaquason in a deed of land, south of the first, which extended east to Oyster pond, the name Mr. Nickerson gave to that body of salt water and which it now bears. March 29, 1678, August 16, 1682, and at other times he purchased other tracts of the natives, paying valuable considerations of goods as agreed. But Mr. Nickerson had purchased these lands without permission of the court at Plymouth, and much legal strife ensued.

The same year that Mr. Nickerson made his first purchase, the court at Plymouth granted to Thomas Hinckley, John Freeman, William Sargeant, Anthony Thacher, Edmund Hawes, Thomas Falland,

John Rogers and Nathaniel Bacon the right to purchase of the Indians lands at Monomoyick and places adjacent. This invalidated Mr. Nickerson's title to the lands; but he, with his numerous sons and sons-in-law, appealed to the court for the adjustment of their rights. The court was willing to allow him one hundred acres near his house, with some other divisions in the commons, which was not satisfactory. July 3, 1672, Mr. Hinckley and his associates conveyed their rights in the territory, together with what they themselves had purchased under it, to Mr. Nickerson, which made his title indisputable, and which the general court subsequently confirmed. The settlement of Monomoyick was thus commenced by this family, to whom were subsequently added the families of Hugh Stewart, Samuel Smith, William Cahoon, William Gross, George Godfrey, Edward Small, Joseph Harding, Benjamin Phillips, William Eldred or Eldridge, Lieutenant Nicholas Eldred, Joseph Eldred or Eldridge, Moses Godfrey, Nathaniel Tomlon, William Stewart, William Covel and John Ellis. Later, after 1700, we find as residents the names of Roland Paddock, Robert Nickerson, Caleb Lombard, Richard and Daniel Sears; and still later came Thomas Atkins, William Griffith, Nathaniel Covel, Daniel Hamilton, Edmund Howes, Ebenezer Howes, John Atkins, Samuel Taylor, Thomas Howes, Paul Crowell, Thomas Doane, and many others of similar family names. The histories of the villages contain the names of subsequent settlers.

In 1686 Monomoyick was ordered by the court to send grand jurors, and in 1691 to send a deputy to the general court. By this it would seem that when the county was organized this community was recognized as a town. Several pages of the first records of the town, if ever kept, are lost, for there are no records of the first deputies or grand jurors sent. May 12, 1693, in the proceedings of a regular town meeting, the records commence with that assurance and fullness that would indicate prior proceedings. The absence of proprietors' records is noticeable in this town, as the so-called proprietors early sold their franchises to William Nickerson, from whom and his heirs and assigns all deeds have been received.

But little of interest is found in the town records, beyond the election of officers, for many years subsequent to 1693. June 11, 1712, Monomoy was incorporated a township by the name of Chatham. The people required frequent special town meetings to regulate their church, which, with all municipal affairs, was under the close surveillance of the Plymouth court. In 1718, for the simple omission to elect a hog constable, the town was presented, and Thomas Atkins was sent to answer for the dereliction; and about this time the first pound was erected.

The town received its share of the provincial bills of the issue of

1721, and sent Captain Jonas Atkins and Thomas Doane to receive the sum, they to bring it by land or water, as they chose. The settlement in 1722 had become important and the inhabitants of the east portion of Harwich wished to be set off to Chatham, which was effected the next year, enlarging the town substantially to its present area. The bounds between the two towns were renewed in 1728.

An almshouse was not erected very early, but the town voted assistance to families in need, and cared for them with ample and rigid supervision. In 1724, in open town meeting, it was voted that Captain Joseph Harding and John Nickerson be appointed a committee "to take care that Nic'los Eldredge and his wife be kept to work for an honest livelihood." This procedure might seem peculiar to the reader, but tradition explains that in those days, prior to the establishment of a proper house, the labor and maintenance of those not willing or able to work were sold at auction to whoever would relieve the town of the expense and care of such persons. Later an almshouse and adjacent lands were acquired in the western part of the town, but were sold in 1878, and the old building that had stood on the former site of the Methodist Episcopal church was removed to Chatham village, to the lot next north of the Baptist church, to be used for a poor house. In 1889 this important institution was closed until again needed.

The citizens of the town had no town house until 1849, when the church site of the Methodist Society, near their cemetery, was purchased and a town house provided. In 1877 the present commodious town hall, forty-five by sixty-five feet, was erected at a cost of \$5,000. The building committee were Hiram Harding, George Eldridge and Erastus Nickerson. It stands just north of Oyster pond, near the railroad depot. Prior to the purchase of this meeting house site the town meetings were held at the church there, and in the old academy hall, and still earlier the first meeting house was used.

The industries of the town have been varied; rye, corn and English hay are staple products, and have been from its incorporation. Fishing had been its principal source of revenue until the middle of the present century, and it yet furnishes a livelihood for many. The first fishing station established was by Daniel Greenleaf, who came from Yarmouth in 1711 and purchased land, the town voting "his land, men and boats to be free from rates." Monomoy point was formerly a favored spot, from its facilities for curing and packing fish. About 1847 Thomas Sparrow, Joseph Reed and Isaiah Lewis, as Sparrow, Reed & Lewis, began fishing at Monomoy. Ten years later, Timothy V. Loveland and his deceased brother, Isaac H., formed a partnership with the late Antony Thacher, as Loveland & Thacher, who also carried on an extensive fishing business here. During the civil war

Joseph Reed, David Lewis and Myrick N. Kent were prominent fish and weir men in Chatham. The weir business there now is owned by Mr. Kent, T. V. Loveland, Joseph S. Reed, and seven others, under the firm name of Reed & Loveland. In 1837 the town had twenty-two vessels in the fisheries, yielding annually fifteen thousand quintals of cod and twelve hundred barrels of mackerel. The latter part of this century the culture of cranberries has been advanced, measurably filling the decline of the fisheries. Early in the present century the freight business by packets and vessels was of great importance. It is believed that more freighting was done from Chatham than from any other town in the county.

Soon after 1800 the manufacture of salt from sea water commenced in the north part of the town, and the entire shore line from Pleasant bay around to the Harwich line at Red river was interspersed with the works. The owners' names and the location of these plants will be found in the history of the villages. The industry was at its height in 1830, and in 1837 the product from eighty establishments was twenty-seven thousand, four hundred bushels.

Sheep husbandry commenced as early as 1700, and became the subject of a town vote for its regulation. March 19, 1712, the town meeting voted that no sheep should be driven for shearing before the last Monday of May, the penalty for violation of the rule to be twenty pounds. Many years subsequently various laws were passed by the town in advancing and systematizing this industry—now long extinct.

Of the ills and accidents of life Chatham has had its share. The smallpox caused the death of many of its citizens in 1766, and the prevalence of this loathsome epidemic caused the removal from town of many families for the succeeding three years. Among the many losses by sea was the mysterious murder, November, 1772, of Captain Thomas Nickerson, Mr. Elisha Newcomb and William Kent, jr., on board the vessel sailed by them. The *Massachusetts Gazette* of November 23d gives a detailed account of the finding of the schooner back of the Cape by Captain Joseph Doane, who, on boarding her, found bloody decks, plundered chests and one man alive. This man was tried for the murder of the officers and crew, and was acquitted. The resolves against the embargo act, the church actions and annual elections are the only matters found in the records during the first quarter of this century.

The population of the town of Chatham under the colonial census was, in 1765, 678; and in 1776, 929. Under the United States census of 1790 it had reached 1,140; in 1800, 1,351; in 1810 it was reduced by some unknown cause to 1,334; in 1820 the population was 1,630; in 1830, 2,130; in 1840, 2,334; in 1850, 2,439; and in 1860, 2,710. After the

decline of its salt and fishing industries, the census of 1870 gave 2,411; that of 1880 gave 2,250; and the last state census in 1885 only enumerated 2,028 souls. Of this number there were 612 voters in 1857, 603 in 1875, and 601 in 1885, indicating a gradual removal of the heads of families to seek homes and employment elsewhere.

Manufacturing forms no part of the occupation of the present generation. In 1800 considerable attention was paid to this, as we find at that date a tannery at Old Harbor, owned by the Crosbys, who ground bark by a wind mill; it was abandoned about 1830. A rope walk, built by Cobb Nickerson, near his homestead in the north part of the town, did good service during the first quarter of this century. The wind mills have naturally declined, and of the seven in town in 1800 only one is now in use. This is owned by Zenas Nickerson and stands on the knoll north of the marine railway. It was built in 1796, and was owned successively by Colonel Godfrey, Christopher Taylor and Oliver Eldridge. About 1883 it was purchased of Eldridge's heirs by the present owner. Of the older ones Chatham Port had one, South Chatham one, Old Harbor one, which was moved to Orleans, and the point at the Light had one. Isaac Bearse, at South Chatham now has one not in use, and another, equally worthless, adorns the knoll, north of Oyster pond.

Of the many old wharves on the east and south borders of the town but little remains beyond tradition; three of recent date, two at Stage harbor and one at Harding's beach, supply the fishing of 1889 as well as several did when this business was active and lucrative.

The town at large, especially along the central road where the first churches stood, had its "ordinaries." Perhaps that term should not be applied; but away back in the dim aisles of tradition, the widow Knowles kept some sort of an institution where, after election, the town officers and their friends ordinarily adjourned for the purpose of swearing in and lengthening the day into the evening. "Esquire Crowe" also had, in the same neighborhood, a store, or ordinary, that in this century has been voted entirely away. Before there was any village of Chatham, and while "Esquire Crowe" was selling to that part of the town, Richard Sears had a general store of necessities on the spot now next to the hall of the A. L. of H. in the village. The only hotels—the more modern name—are now in the village.

Within the limits of the town, besides that of the village, are two lighthouses—one on Harding's beach and the other on Monomoy point. These are strong iron towers with appropriate lights for the safe guidance of mariners over the shoals. Each has a comfortable residence for the keeper. On the beach east of Morris island is the U. S. life saving station, and near the lighthouse of Monomoy is another. These stations have one man—the captain—during the summer, and

eight in winter; and each is supplied with all the apparatus needed in the humane and hazardous duties of the men.

The facilities of this town in express and mail matter are now second to none. The early packets to and from Boston afforded reliable sources, and Barzilla Harding and Heman Smith were thus engaged prior to 1829. Later, stages connected with the old Plymouth line, and later still, when the railroad was extended along the Cape, more frequent and rapid accommodations were received. In 1861 Rufus Smith started a stage from Chatham to Yarmouth, which, in 1866, was displaced by the railroad to Orleans; but Chatham continued to receive the mails and express by his stage. In 1879 this express was consolidated with the New York & Boston Despatch Express Company, which continues the business; but since 1887 the transportation of goods to this town is by the Chatham railroad.

There are several burying places in the town, of which the Nickerson ground, at Chatham Port, is the oldest, and is said to have been an Indian burial place. The oldest of the church yards, in the center of the town, was first used as a separate ground for the whites; the second is east of this. The others near by are known as the Baptist burying ground, the Universalist, and the Methodist. South Chatham also has a small burial place called the Bethel.

The town rapidly grows in wealth, the increase in the valuation of real estate exceeding that of personal. The present valuation of the real estate is about half a million. The taxes for state, county and town purposes average \$12,000 yearly. The taxes for 1889 included \$1,900 for the poor and \$1,700 for highways. Guide-boards are maintained at the intersections of important roads. While by the decline of its fishing interests many are compelled to seek employment in other channels, and perhaps elsewhere, the energy of the Chatham people is marked by the continued improvement and growth in commercial and agricultural interests.

CHURCHES.—Although the settlement of the town dates from 1665, the church records must commence with a date nearly thirty years subsequent. That a meeting house had been erected prior to any record is evident from the language of the first town meeting: "that Wm. Nickerson and Joseph Harding be appointed agents for the repairs of the Monomoy meeting house." No record is given of the regular service of a pastor until 1699, when the assessment of rates indicates that Rev. Jonathan Vickery must be paid for pastoral duties. From historical and traditionary sources, it appears that the first William Nickerson was a religious teacher, and that for the first years after a place of worship was erected he performed these important duties.

The first meeting house must have been a primitive structure, for February 15, 1700, the people, in town meeting, voted to have a new one, twenty by thirty-two feet; and it was arranged among the men of the town that each should go two days with his team to secure timber, and William Eldred (or Eldridge) was to go for planks and boards with which to line it. In October, 1700, Thomas Atkins was appointed sexton, at ten shillings per annum.

In April, 1702, Mr. Vickery, the preacher, was drowned, and in January following Mr. Gershom Hall was hired to preach. Mr. John Lattimer came in May, 1706, and was retained until 1709. Mr. Matthew Short was made pastor in 1710, and in 1711, after strong and binding conditions had been accepted by the town, Mr. Hugh Adams began his labors, which were closed by dismissal in 1715. Mr. Hall and Rev. Joseph Lord preached until 1719, when Mr. Lord was settled. In 1721 they built him a parsonage, with a chimney of brick made from the clay on the premises. In 1729 the town voted to build another meeting house, and ten years later the pews were first put in and sold. Mr. Lord died early in 1748, and in October Stephen Emery was called, who died in May, 1782, after thirty-three years of ministry. In 1755 a town meeting was called to see if certain religionists called "separatists" should be excused from church taxes—but the majority voted in the negative.

The meeting house, when enlarged and repaired in 1773, was still the only one in the town. The succeeding pastors were: Thomas Roby, 1783; Ephraim Briggs, 1796; Stetson Raymond, 1817; Mr. Scovel and Mr. Fletcher, 1829; John F. Stone, 1831; John A. Vinton, 1833; Charles Rockwell, 1838; E. W. Tucker, 1846; Noadiah S. Dickinson, 1852; Calvin Chapman, 1858; E. B. French, 1860; A. C. Childs, 1862; George Ritchie, 1865; Ogden Hall, 1868; Hiram Day, 1870; P. B. Shier, 1878; Isaiah P. Smith, 1880; L. P. Atwood, 1884; and S. B. Andrews, in October, 1889.

We have given a history of this ancient church for several years prior to the date of the ministry of Rev. Joseph Lord, at which time the Conference dates the organization of the Chatham church. The town records furnish the early history, and the organization of 1720 was doubtless a closer religious union of the old parish. The first real meeting house, erected in 1700, was by the old burying ground; the second was near the later ground of the society; and the present edifice in the village was erected in 1866, the frame of the old one being used. The records of the church were burned with the parsonage, September 29, 1861; but from the assistance of Levi Atwood, who has been superintendent of the Sunday school for the past forty years, and from the records, well preserved since 1866, this sketch is prepared.

For several years the scattered adherents of the Methodist faith were included in a circuit with Harwich, and in the early days of Methodism the towns of Truro and Wellfleet were included. In 1807 Rev. Joel Steele traveled from place to place and preached, and in 1808 Rev. Erastus Otis came. Joseph A. Merrill was on the circuit in 1809-11. In 1812 Benjamin F. Lumbard received the quarterly collections from Chatham, and in July of the same year Pliny Brett was the pastor. In 1814 the traveling minister was Rev. Noah Bigalow, succeeded by Philip Munger in 1815. In 1816 this charge was joined with Sandwich, Barnstable and Harwich. In 1817 Benjamin R. Hoyt preached, and in 1818 Moses Fifield alternated with him. In 1820 Benjamin Hazelton, and in 1821 I. Jennison, were the preachers of the circuit. In 1822 Benjamin Brown and Edward T. Taylor preached. In 1824-5 we find Mr. Bates, E. Hyde and Mr. Bennett receiving the contributions of Harwich and Chatham.

The first class formed here was in the fall of 1816, when Moses Fifield was in charge. The first annual meeting recorded was held March 5, 1821, at which Christopher Taylor was made secretary of the society, and Micajah Howes, William Hamilton and Henry Gorham were chosen a general committee. Soon after this a meeting house was erected near their present burying ground. In 1838 we find a vote to sell the parsonage and grounds, which fact indicates the existence of this valuable appendage, and that ministers had been settled. The minutes of the society from 1825 to 1837 are not to be found. In 1838, at the annual meeting, it was voted that the class leaders circulate a subscription "to see what amount they can raise for support of preacher the coming year."

The early Methodists who had become members between 1815 and 1822, were Lemuel Hunt, Henry Gorham, Obed Harding, Calvin Hammond, William Hamilton, Micajah Howes, L. Loveland, Joshua Nickerson, jr., Tully Nickerson, Reuben and John Rider, Christopher Taylor, Isaiah Nye and Joshua Atkins. These were followed in 1823 by the membership of David Bearse, Solomon Howes, Thomas Holway, Stephen Hammond, E. Rider, Isaiah Rider, Abner Sparrow, Zenas Taylor and D. Tripp. Many followed these in 1824 and the succeeding years; but our aim is to mention the first who, perhaps, assisted in the organization of the society and erection of the first meeting house.

Mr. Paine, Mr. Gould and Hezekiah Thacher preached here more or less in 1826-7-8. In 1829 Mr. Thacher received the moneys as pastor, and in 1830 and 1832 Rev. G. Stone was pastor. Rev. Joseph B. Brown preached in 1835, and in 1837 we find J. Steele came for two years. In 1839 Thomas Dodge preached. In 1841 Israel Washburn was pastor, and again in 1846. E. D. Trakey filled the desk in 1845.

After the reorganization of the church society under the act of 1847, a meeting house was erected in 1849, and in 1851 a deed of the present site was obtained. Since the erection of the present edifice the minutes are well preserved by Thomas Holway, clerk. The pastors have been: John E. Gifford, in 1854; Asa N. Bodfish, in 1856; Samuel W. Coggshall, 1858; W. H. Stetson, 1859; John W. Willett, 1860; W. H. Richards, 1863; John W. Howson, 1865; William F. Farrington, 1867; Thomas S. Thomas, 1869; Edward Edson, 1870; Edward A. Lyon, 1873; Samuel McKeown, 1875; John D. King, 1877; V. W. Mattoon, 1879; Warren Applebee, 1881; Archibald McCord, 1884; Walter J. Yates, 1887; and Nathan C. Alger in 1889.

The Universalist society was organized August 1, 1822, by twenty-nine members. A meeting house was erected in 1823, near their cemetery, northwest of Chatham village. In 1850 a second edifice was erected on the site of the academy, bought February 14, of that year. This was burned in 1878, and the society erected the present edifice in the village, dedicating it November 19, 1879. In 1831 a church organization of sixteen members was established. Calvin Monroe preached from 1824 to 1827; the church was supplied through 1828; Charles Spear came in 1829, remaining until July, 1832; Abraham Norwood and others supplied in 1833-34; A. P. Cleverly, June, 1835, until August, 1837; H. Chaffee and W. S. Cilley, in 1837; G. Hastings and others, supplies to 1839; W. S. Clarke, September, 1839-42; Gamaliel Collins, 1842-43; Joshua Britton, May, 1844-49; Alvin Abbott, May, 1850-51; E. M. Knapen, 1851-54; M. E. Hawes, July, 1854-58; Benton Smith, November, 1858, to May, 1865; Franklin C. Flint, 1865, to May 1867; W. W. Wilson, October, 1867, to May, 1869; William Hooper, July, 1869, to June, 1871; supplies; George Proctor, March, 1872-74; N. P. Smith, July, 1874-76; B. L. Bennett, April, 1877, to December, 1880; Thomas W. Critchett, January, 1881, to March, 1882; Collins and other supplies; Henry M. Couden, April, 1883, to date. Of this society and church Ziba Nickerson has acted as clerk and treasurer since 1850.

The Baptist society has a church edifice at Chatham village. In June, 1823, Mary Nickerson, of this town, a member of the Harwich church, resolved to hold a Baptist meeting at Chatham, which she did in the school house at Old Harbor, now North Chatham. She held the service alone for several Sabbaths, when she was joined by Myrick Nickerson; after a few Sabbaths Otis Wing joined them; then Jeremiah Kelly. In 1824, the school house having been closed against them, they purchased an old sheep cot, which had been the first school house there, and in this they continued their worship. October, 8, 1824, the church organization was effected by Otis Wing, Myrick Nickerson, Enoch Bassett, Bangs Snow, Nehemiah Doane, Jeremiah

Kelly, Abner Eldridge, Thacher Ryder, Josiah Mayo, Sally Bassett, Huldah Snow, Esther Ryder, Eunice Nickerson, Esther Doane, Betsey Studley, Sally Kelley, Rebecca Eldridge, Thankful Turner, Huldah and Bethiah Crowell.

In 1827 a meeting house was built and various ministers filled the pulpit. In 1828 Davis Lothrop was settled, and remained ten years, succeeded by Thomas Conant for nearly two years. In 1841 Rev. William Bowen was pastor; in 1842 George D. Fenton was settled; in 1843, Nathan Chapman; 1845, Davis Cobb; 1848, A. Smith Lyon, until February, 1853; George D. Stowell came in 1853; J. Ellis Guild, in 1854; and in 1857, Rev. Abijah Hall, jr., who remained one year and was pastor again in 1859-60. Andrew Dunn filled the desk in 1858; 1861, supplied by various ministers. In 1862 George Matthews was settled for a year. H. G. Hubbard was settled in 1864 for two years. Rev. S. J. Carr was called in 1866; George W. Ryan in 1868; F. R. Sleeper, in 1872; Jessie Coker, in 1874; Irving W. Combs, in 1876; and in 1877 G. H. Perry was pastor for that and the succeeding year. Supplies filled the time until February, 1880, when C. D. R. Meacham came. Rev. O. P. Fuller, 1881; C. N. Nichols, 1886. In October, 1888, the society settled Rev. Ira Emery, who continues. The society have a pleasant church edifice in the north part of the village on the street leading to North Chatham.

SCHOOLS.—This medium for the advancement of all that pertains to civil and religious government was not neglected in Monomoyick, nor in the first years of its incorporation as Chatham, but no records prior to 1720 are found. That year Daniel Legg was employed to teach school, and taught two years. In 1722 Samuel Taylor was sent to the general court with a petition "to consider the low estate of the town, and exempt it from fine for keeping only a schooldame." In 1723 Mr. Legg was again schoolmaster, and the full year was divided as follows: nine weeks at Robert Nickerson's, nine at John Ryder's, nine at Ensign Nickerson's, nine at Thomas Doane's, nine at Joseph Harding's, and seven at Ensign Sears'; he to "diet around" and have his mending done. The records are silent concerning his washing.

In 1732 John Crowell was schoolmaster; in 1734, Thomas Doane; and in 1737 two were hired—John Hallett and John Collins. Others who followed were: David Nickerson in 1738, Richard Mayo in 1747, and Thomas Paine in 1760. James Ryder taught in 1762 for £210, old tenor. In 1768 the town was divided into four sections and the number of teachers increased. Captain Joseph Doane and Seth Smith were chosen to seat a teacher in the northeast quarter of the town; George Godfrey and Joseph Atwood in the southeast quarter; John Hawes and Samuel Taylor in the southwest; and Paul Crowell and Barnabas Eldridge in the northwest quarter. Now the schools as-

sumed more definite boundaries, and in 1800 the town had five sections or districts, and a school house was built in each. From this time the schools of the town advanced rapidly in number and in efficiency, until amply provided with thirteen public schools, and school committees elected to serve year by year were kept in continuous service. This number of districts was burdensome and expensive, but prior to 1840 no better arrangement was possible, giving each part of the town equal privileges. At this date the uniformity of text books became a necessity, and the officers prescribed, in part, what should be used, and urged their use.

In 1845, and for a few previous years, the appropriation of moneys had been about \$1,200 yearly. In 1847 more was urged, and the amount was raised to \$1,800. Six hundred pupils were looking to the common school as their only means of education, and the friends of the schools urged larger appropriations and increased facilities. In 1850 the text books were supplied by the town to only those who could not purchase. In 1857 a perceptible advancement was discernible, and the interest increased the attendance to the necessity of opening one more school for three months during the winter.

In 1858, after much discussion and a fair trial of the plan in adjoining towns, the number of districts was reduced one-half, and a partial system of graded schools was adopted. A large building was erected at Chatham village for a grammar school and the intermediate departments, and a high school was even inaugurated in a small way. The grammar school, with a primary department, was also opened in South Chatham in a suitable new building. The Monomoy people had to be furnished with three months school because of their isolation. From this date the advancement of the public schools of Chatham to their present high grade was rapid.

In 1861, the attendance at the primaries was 362; at the South Chatham Grammer School, No. 2, 130; and at No. 1, Chatham village, 274. There were then four departments at the Chatham building—high, grammar, and two intermediates; at South Chatham, two departments—grammar and primary; elsewhere in the town, seven primaries; and a school at Monomoy one-fourth of the year. At that date the annual expenditure for school purposes was \$3,200. In 1862 the Monomoy house was sold and the other departments were further consolidated. In 1863 fruitless attempts were made to place the principal of the high school in full jurisdiction over the departments of the building. This year the increase in attendance required assistants in three primaries. In 1864 a primary school was opened in Washington Hall, and the high school was separately instituted. To this all scholars were to be admitted from any part of the town when they were properly advanced. The grammar department at South Chatham

was constituted second in grade. The expenditures that year reached \$3,745.12.

A winter boys' school was opened in 1871, and termed the second department of grammar school No. 1. At South Chatham a similar department was organized in the new building.

About this date the school committee commenced the yearly publication of the names of meritorious pupils, and the town's people, pleased with the good reports, voted four thousand dollars for the schools. In 1872 the board appointed, as superintendent of the schools, D. H. Crowell. In 1874 a new primary building was erected at North Chatham, and the best of edifices had been provided in all sections but one. In 1879, in furtherance of the system, Prof. M. F. Daggett was chosen principal of the high school and subordinate departments, and he perfected the present excellent system, and is still retained.

In 1883 effective changes were made in text books, for which the public paid; and written examinations before advancement in grade were adopted. In 1885 text books upon hygiene were introduced. The expense of the schools in 1887 was \$3,732.41. In 1888 the regular teachers were eleven—all educated at home, residents of the town, except the principal. What an example of the efficient school service now fully inaugurated by the town! Seven fine buildings in five sections of the town accommodate the present population.

In 1889 the town had twelve schools in seven buildings—the high, grammar, and intermediate at Chatham village; grammar, and primary at South Chatham; two primaries in the Atwood district, and two in the building in the eastern part of the village; one in West Chatham; one in North; and one at Chatham Port. The appropriation was \$3,300—the same as the previous year.

For several years prior to 1849, an academy furnished the means for a liberal private education; it stood just northwest of the present village. After the closing of the academy Joshua G. Nickerson built a seminary called the Granville Seminary, just north of the village, which after a few years was converted into a dwelling, and is now the home of Owen Oneal. The high school, aided by the two grammar departments, now fully supplies the wants of the town.

CIVIL HISTORY.—The loss of the records of Chatham prior to 1693 forbids a history prior to that date. It is evident that a town settled in 1665 must have had a civil history prior to the opening of the records; it is known that in 1686, under the name of Monomoy, the town was required to send grand jurors, and was asked to send a deputy in 1691. The records show thorough action at the town meetings after 1693. In 1696 a singular vote was made at town meeting—that every male who was deficient in killing the number of blackbirds and crows required, should "clear the way to go to mill and go to Nauset." This

was a penalty, and the delinquent was compelled to work on the road if he defaulted. In 1699 the body politic sent Rev. Jonathan Vickery to Boston with a petition that Monomoyick be incorporated a town, and have its bounds set with Harwich.

The exposure of the coast of Chatham led, in 1712, to the military order that until otherwise ordered, no men of the foot company be taken from town. This was in answer to a petition from the inhabitants who feared French privateers. In May, 1723, no deputy was sent, and it was more from political disagreement than any other cause. The return in default of sending the deputy said, "the town not combined to send," and "town not qualified."

The civil regulations of the town were sometimes queer; and that relating to the ringing of hogs was very strict. In 1728 the law was made that no one should mow hay on the beach until August 26th, and the sheep were even compelled to swelter in their woolen garbs until just before the first of June. The vigilance of the inhabitants was exercised in 1768 by the most stringent rules: "that strangers who came for clams should be summarily dealt with." In 1774 and 1775 strong resolutions were passed against using imported tea; but in 1776 the town voted in the negative on the adoption of the declaration of independence. Notwithstanding this vote, the town was loyal; the whig party far outnumbered the tory. In 1779 the vote was to support the convention called, and the stipulated list of prices was adopted. The church and schools had to have their enactments during the trying times of war, and it was by the most economical methods that the town was enabled to fulfill all its requirements. In 1749 it was necessary to fence the minister's land, and in town meeting it was enacted that nineteen men build two lengths each of the fence, and "Thomas Doane and Nehemiah Harding each bring one post extra."

The embargo made in President Jefferson's administration was a trying period in the civil history of Chatham. Nearly four-score plants for the manufacture of salt dotted the shores, and the check to the industry was severely felt. Meetings were held to petition against the act, and the feeling became so intense that the town recorded a majority of its votes against the war of 1812.

The municipal proceedings of the town were not unusual during the years just prior to the election of Abraham Lincoln in 1860. When the requisition for men to put down the rebellion was made, then the loyalty of the people was demonstrated. Its parties are mainly those which have predominated in the Commonwealth, the republican largely in the ascendancy. The management of its poor has been commendable from the first, and the action of the town, while stringent, has greatly benefitted the chronic tendency to this unfor-

tunate state of society. As a body politic it erected a monument to the soldiers who fell in the rebellion of 1861-5; and party spirit does not divide in what pertains to the welfare of the whole. The records have, from 1693, been remarkably well transcribed, and are better kept now than in most of the towns of the county, the present clerk and treasurer, Levi Atwood, using several volumes in which to record, in superior style, every transaction.

The deputies of the town, while acting alone in the election of the representative, with their terms of service beyond one year, have been: Joseph Doane, elected in 1768, served 10 years; Joseph Howes, in 1780; Richard Sears, 1781, 19 years; in 1807, Reuben Ryder, 3 years; in 1827, Richard Sears, jr., 2; 1829, Joseph Atwood, 3; 1830, Joseph Young, 3; 1832, Joshua Nickerson, 5; 1834, Freeman Nickerson, 5; 1837, Seth Nickerson; 1838, Josiah Kendrick, 4; 1839, Thomas Sparrow; 1840, Samuel Doane, 3, and Henry Gorham; 1841, James Gould, 2; 1842, Ephraim Taylor, 2; 1844, Joseph Young, jr.; 1845, John Taylor; 1846, Watson Hinckley; 1847, O. A. Nickerson; 1849, Lothrop Bearse, 2; 1853, Samuel Doane; 1854, Richard Gould, 2; 1856, Heman Smith; 1857, Thomas Dodge. After Chatham was placed in a district with other towns, the representatives have been stated in the proper county chapter.

The selectmen and their years of service are given in the succeeding list, and where no time is given the service was one year: 1693, William Nickerson, 4, Joseph Harden, 6, and Thomas Atkins, 13; 1697, William Eldred, 3, and William Griffith, 2; 1698, Nicholas Eldred; 1700, Thomas Nickerson, 2; 1703, William Nickerson, 3; 1704, Nathaniel Covell; 1707, Daniel Hamilton, 3, and Edmund Howes, 4; 1708, Ebenezer Howes, 7; 1710, Joseph Eldridge and Moses Godfrey; 1711, John Smith, and John Atkins, 5; 1712, W. Nickerson, Ens.; 1714, Samuel Taylor, 4; 1717, Thomas Howes, Ens., 2, and Richard Sears; 1719, Daniel Sears, 11; 1720, Thomas Atkins, 8; Robert Paddock, 2, and Paul Crowell; 1721, William Eldridge; 1722 Nathaniel Covell, and William Eldridge, jr., 4; 1725, Thomas Doane, 3; 1726, Joseph Harding; 1729, Samuel Taylor, 4; 1731, John Young, 23, and Caleb Nickerson, 3; 1732, John Nickerson, and Paul Crowell, 4; 1733, Samuel Stewart; 1736, Thomas A. Doane, 2, Samuel Atkins, 3, and Samuel Smith, 2; 1739, James Covell, 13; 1740, Thomas Hamilton, 13, and John Eldridge, 3; 1742, Paul Sears; 1748, Thomas Nickerson, 5; 1749, Solomon Collins, 2, and Nehemiah Harding, 2; 1756, Moses Godfrey, 6, and Daniel Sears, jr., 2; 1760, Paul Crowell, jr., 2; 1762, Nathan Basset, 6, and Samuel Collins, 9; 1764, Seth Smith, 7; 1765, John Hawes, 14; 1768, Joseph Doane, 9; 1772, Joseph Atwood, 2; 1776, Joseph Howes, 13, and Barzilia Hopkins, 2; 1779, John Crowell; 1780, Caleb Nickerson, 13, and James Eldridge, 3; 1782, Benjamin Godfrey, 6; 1783, Isaac Howes, 5;

1786, Elijah Smith, 7; 1789, Samuel Doane, 12; 1790, Kimbal Ryder, 4; 1797, Jonah Crowell, 6; 1800, Stephen Smith, 5; 1801, Jonathan Nickerson, 5, and Simeon Ryder, 2; 1803, Seth Taylor; 1804, Mulford Howes, Joseph Young, 10, and Reuben C. Taylor, 9; 1807, David Godfrey, 2; 1808, Reuben Ryder, and John Taylor, 5; 1810, Nathaniel Snow, 11, and Myrick Nickerson; 1812, Kimbal Ryder, jr.; 1813, Richard Nickerson; 1814, Thomas Howes, jr., 2; 1819, Salathiel Nickerson, 7, and Stephen Ryder, jr., 5; 1820, Samuel Doane, 7; 1823, Joseph Atwood; 1824, Christopher Taylor, jr., 6; 1826, Nehemiah Doane and Isaac Hardy; 1828, Joshua Atkins; 1829, Simeon Doane; 1831, Joshua Nickerson, 18, and Josiah Kendrick, 8; 1838, Ephraim Taylor, 9, and Reuben Young; 1843, Thomas Sparrow and Joel Sparrow; 1844, Zenas Atkins, 2; 1846, Josiah Mayo; 1847, Joseph Young, jr., 2, and Zenas Nickerson, 4; 1849, Henry Eldridge, jr.; 1851, Ziba Nickerson; 1852, H. T. Eldridge; 1853, Warren Rogers, 6; 1854, James Gould; 1855, Jacob Smith, 3, and Benjamin T. Freeman, 4; 1856, Richard Taylor, 3; 1859, Josiah Hardy, jr., 6, and Ephraim Taylor, 2; 1861, Levi Eldridge, jr., 7, and B. T. Freeman, 4; 1865, Joshua Y. Bearse, 11, and Ephraim A. Taylor, 5; 1868, Warren Rogers, 7; 1870, Levi Eldridge, 2; 1872, Alfred Eldridge; 1873, Elisha Eldridge; 1876, Benjamin T. Freeman, 8; Levi Eldridge, 9, and S. E. Hallett, 10; 1881, Hiram Harding; 1885, A. Z. Atkins, 5; Charles Bassett, 5, and Collins Howes, 4. The last three were elected for 1890.

The treasurers have been: William Nickerson in 1693, for 8 years; in 1701, Thomas Atkins was reelected for 7 years; 1708, William Crowell; 1710, Ensign W. Nickerson; 1711, Nathaniel Covell; 1713, Richard Sears; 1714, Thomas Hawes; 1719, John Collins; 1721, Thomas Doane; 1723, Nathaniel Nickerson; 1725, Joseph Harden; 1726, Elisha Mayo; 1729, Richard Knowles; 1731, Thomas Nickerson; 1732, John Atkins; 1733, Daniel Sears; 1735, Paul Crowell; 1736, James Covell; 1740, Paul Crowell; 1748, James Crowell; 1752, Paul Sears; 1753, Daniel Sears, jr.; 1769, Nathan Bassett; 1775, Richard Sears; 1785, John Emery; 1789, Joseph Doane. Since 1791 the office of treasurer has been filled by the town clerk.

The clerks of the town have been: 1693, William Nickerson; 1708, Thomas Atkins; 1714, Daniel Sears; 1722, Samuel Stewart; 1732, Thomas Nickerson; 1749, James Covell; 1752, Paul Sears; 1753, Daniel Sears, jr.; 1769, Nathan Bassett; 1775, Richard Sears; 1785, John Emery; 1789, John Doane; 1790, Joseph Doane; 1797, Nathan Bassett, jr.; 1803, John Hawes; 1824, Reuben C. Taylor; 1827, Richard Sears, jr.; 1828, David Godfrey; 1838, David Atwood; 1839, Christopher Taylor; 1843, Nathaniel Snow; 1844, Ephraim Taylor; 1847, Josiah Mayo; and in 1873, Levi Atwood was elected, and was acceptably filling the offices of treasurer and clerk in 1890.

VILLAGES.—The principal and most important center of the town is the village of Chatham, situate in the southeastern part. The streets environ the ponds of that part of the town, and their windings are only equaled by the undulations of the area over which they lead. It had no group of houses in 1800 by which it was designated from the other portions of the town. No post office was established for a score of years subsequently, and at that time nothing betokened the present flourishing village. The fishing facilities and sites for salt works soon after 1800 brought many families, whose descendants are now the active business men.



This beach many years ago was still further east, forming a good harbor along the village, but it has since formed nearer the main land. The first wooden light houses erected here in 1808 were washed away and their site is now covered with water. Others of brick were erected in 1841, and the encroachments of the sea has left them in ruins, as appears in the illustration. The scene shows the beach east and north of the ruins at a point where the sea has made, in the contour of the coast, those great changes described in chapter I. The present double light was located in 1877 just west of these ruins, at the left of the picture.

The Collins, Sears, Bangs, Hamilton and Atwood families mostly owned the lands now embraced by the village. Aged citizens who can recall the houses here in 1805, place Richard Howes, Joseph Dex-

ter and Eliphalet Hamilton, with his three sons—Seth, Nehemiah and Melatiah—east of Mill pond. Somewhere here were also Samuel and Cyrenius Collins. John Hammond lived near the lights; also Josiah Harding and Isaac Hardy. At the head of Mill pond were the houses of Jonatham Hamilton and Captain Mulford Howes; opposite the present store of Ziba Nickerson was the residence of Richard Hamilton, and opposite the Traveler's Home the house of Richard Gould. The Atwoods were on the road to Stage harbor, and near Oyster pond.

Very soon after, in this village of 1805—if it could be thus denominated—we hear of Eben Bangs, Henry Gorham, Elra Eldridge, David Bearse, Josiah Mayo, Joshua Nickerson, Joseph Loveland and David, Josiah and Richard Gould. At the south the bluffs of Morris island and the long neck called Harding's beach are plainly visible; on the east the long beach called Nauset connects with Monomoy point, and beyond this is the Atlantic.

The earliest industry of the village—always excepting fishing—was the manufacture of salt, which soon after 1800 received considerable attention. These works, interspersed with flakes for drying fish, nearly covered the shore from the Sears' plant northeast of the village, southerly to the lights, around the shores of both ponds, and the rivers connecting them with the harbor. Enoch Howes, Henry Gorham, Elra Eldridge, Zenas Nickerson and Isaac Hardy had salt works on the beach east of the village; Joseph Loveland and Joshua Nickerson had extensive works east and south of Mill pond; on the north side of Mitchell's river were the works of Joseph, John and Sears Atwood, and Micajah Howes, and at the head of the pond those of Isaiah Lewis; on the neck, next to Stage harbor, those of William Hamilton, Christopher Taylor and Elisha, Joseph and Isaiah Harding; next west those of Thomas Smith; on the point next to Oyster pond those of Reuben Eldridge and Samuel Taylor; David Godfrey, Solomon Atwood and David Atwood on south side of Oyster pond; Edward Kendrick and Nathaniel Snow on the north side of the pond; Collins Taylor and Benjamin Buck on north side of the river; Nehemiah Doane and Samuel Doane east of these. Some of these works were in use until 1860.

Shipbuilding found a place among the vats and flakes. The sloop *Canton*, of forty-six tons, was built in 1828 on the east shore north of the lights, for Barzillai Harding, who ran her thirty years as a packet to Boston. About 1835 the schooners *Jew and Gentile* and *Emulous* were built here; and at the marine railway after 1860 the schooner *T. & C. Hawes* was built by James Cannon for Oliver Eldridge. The schooner *Deposit* was built just above the village by Anthony Thacher.

In 1856 the present Eldridge house was built by Isaac B. Young, who, after experience at Lynn in the manufacture of shoes, started a factory here. The shed in the rear of the house was then attached,

and was the shop. He employed thirty hands, and for six years made and sold goods throughout the county. The factory was discontinued in 1863.

There were stores in this village early, to supply the wants of the few people, but that of Sears & Hardy, about 1830, close to the old lights, was the first general store of importance. After a few years Josiah Hardy became the proprietor, and about 1851 Ziba Nickerson was interested for two years. In 1853 Captain Isaiah Harding had an interest for seven years, when James Tripp became a partner with his father-in-law, Josiah Hardy. Josiah Hardy and Isaiah Harding added to the trade lumber, wood, coal, and cured and packed fish. This, at that time the only general, and by far the most extensive, store of the town, was near the present flag staff by the old lights. This firm brought in the schooner *Fovorite*, the first coal to the town. The firm of Hardy & Tripp, after a few years, sold to William Hitchings, who sold to Parker Nickerson in 1872; then Robert Miller purchased the building.

From the old store by the lighthouses, in 1853, Ziba Nickerson, on his present site, built the store, and engaged in general merchandise. Besides this, he has been long engaged in the lumber and shingle trade, which he was gradually closing out in 1889; he continues one of the heavy coal yards of the village. In 1854 a telegraph line, now a branch of the Western Union, to Boston, was inaugurated at his store, of which he was the operator many years, succeeded by his son, W. L. Nickerson.

The store of Solomon E. Hallett, on Main street, is the continuation of a dry goods business which his mother, Charlotte W. Hallett, commenced in 1840.

The store of furnishing goods and clothing, by Marcus W. Howard, was started in February, 1873, in the building now occupied by Doctor Robinson's drug and E. T. Bearse's jewelry store. He continued there until his present store building was completed, in 1885.

Sullivan Rogers is one of the oldest business men of the street. In 1846 he began sheet-iron and tin working in the store of Isaiah Lewis, where Erastus Nickerson now is; it stood on the knoll east of Ziba Nickerson's. In 1848 he moved into Samuel H. Young's shop, next west of where Mr. Rogers now lives. After three years he bought and removed to his present store. In 1882 he remodeled the building into its present commodious shape. In 1889 his son, Josiah M. Rogers, became a partner, forming the firm of Sullivan Rogers & Son, dealing in stoves, hardware and house furnishing goods.

The Boston store, by John J. Howes, is exclusively a dry goods establishment. He started in the Library building, in April, 1886, and removed his goods to his present store in July, 1887, purchasing the

building the following month. The store building was erected in 1881 for a post office, and was occupied by Charles E. Ellis in 1885 for dry goods; R. F. Smith carried it on from October, 1886, to its purchase by Mr. Howes.

Hattie E. Gill started a millinery store here in 1879, and after an absence of two years, again opened a store in 1886. After a business of one year, she built her present store and removed across the street to it, where the ladies find boots and shoes, ladies' wear and millinery goods. She enlarged her buildings in 1889.

Samuel M. Atwood has an extensive market on the east side of Main street. In this he began in March, 1889. He moved the building from West Chatham in 1887, where it had been a store, occupied by Captain Ephraim P. Steele. He has followed the business here since 1855, and is one of the oldest active men of the street. His customers are regularly served by wagon. He has retailed ice for the past twenty-five years, and is the only one in town so engaged. He has a fresh pond on his farm, from which he obtains his supply. He resides on the Richard Sears farm. Another important market further east on Main street is that of W. F. Harding. In July, 1888, he placed a stock of groceries and general provisions in his store.

An important factor of the Chatham business is the bakery of Kimble R. Howes. His main building was erected for the post office of Josiah Mayo, near Sullivan Rogers' store. In 1884 Mr. Howes moved and enlarged it, converting it into a bakery, and the same year he purchased and moved to the former bakery building the south addition, which gives him ample room for his business.

In 1871 Erastus Nickerson purchased an interest in the marine railway, which he ran about two years; but having had eight years' experience in the grocery trade at Booth Bay, Maine, he preferred that. In December, 1873, he purchased where he is, near the Congregational church, and commenced his present grocery business. He has greatly enlarged and beautified the building.

Isaiah and Simeon Harding had a store over by the shore, which business they sold to Andrew Harding in 1865. Mr. Harding had started a store on Water street in 1864, but bought and combined the two. In 1871, in connection with his stock of paints and oils, he started the painting business with H. M. Smith.

Atlantic Hall was the name given to a building, which was burned, near the Universalist church. Another was erected and called Washington Hall, which, after the erection of the town hall, was sold in 1879 to E. M. Nickerson, who moved it across the street and converted it into a billiard hall and bowling alley.

If the reader will accompany us down Atwood street to the harbor he will pass Oyster pond, where George S. Atwood, John W. Vanhise

and others plant and harvest lucious oysters; we arrive at the town clerk's office, kept in the general store of Levi Atwood. The next business place, to the south, that of Zenas Nickerson, was the old school house, over by the lights. He moved it in 1871, and opened a general grocery and provision store. In 1868 he began trade in flour and grain, and now, with the coal business, the wind mill near by to be run, the interest he retains in Union wharf and its storehouses, he has enough business for himself and his sons. Next, at the left, is the Crystal Spring laundry, of which Walter S. H. Eldridge has been owner and proprietor since 1885.

At the foot of the street, on Stage harbor, is the marine railway of Oliver E. Eldridge and Thomas S. Arey, doing business under the firm name of Eldridge & Arey. In 1863 Oliver Eldridge, father of Oliver E., purchased the railway at Nantucket, transported and placed it at the Union wharf, a short distance to the west. In 1877 this firm purchased and removed it to its present site, by the side of which, in 1879, the wharf, called Steamboat, was built. This street has long been prominent in the history of the village. Joseph Atwood very early had a store in his house, and more than half a century ago built a building for his trade, and that was subsequently moved to the corner near Levi Atwood's store, where it is used as a dwelling. Jame S. Atwood also had an ancient store on this street.

On the street opening south from the Methodist Episcopal church, John H. Taylor, in 1879, opened a general store. In 1889 he added undertaking, and practices arterial embalming. In 1863 Benjamin S. Cahoon opened business on Depot street, keeping paints and oils, and in 1879 added undertaking.

In 1860 the street in front of the town hall—an extension of Main street—was opened. The previous year Washington Taylor had purchased the site and erected his present fine buildings. He began a store in 1850 on the old street north of Oyster pond, and removed to the new one in 1859.

In 1862 Collins Howes, with J. H. Tripp and Asa Nye, jr., as partners, opened a large outfitters' store on Harding's beach. Ample buildings had been erected, also a wharf, on the bay side. In 1864 Mr. Nye went to Booth Bay, Me., and in 1866 Augustus L. Hardy became a partner, under the firm name of J. H. Tripp & Co. In 1875 Hardy and Tripp moved part of the business to Hyannis, and Collins Howes has continued here since. In its palmy days this wharf and store was the place for drying and curing the cargoes of nearly a score of vessels, and considerable of this business is yet centered here.

Kent & Atkins have a general store north of the depot; Parker Nickerson started a general store on the shore in 1874, bringing goods from his old store; Horace Jones continues the hardware business of

his brother-in-law, H. Hamilton, deceased; and along the main street may be found the usual stores.

A village like Chatham has many social circles, and the most important will only find a place in this village history. St. Martin's Lodge, A. F. & A. M., now numbers forty-seven members. It commenced work January 27, 1872, under a dispensation, and its first elective officers were: Benjamin D. Gifford, W. M.; Harrison Hamilton, S. W.; Solomon Nickerson, J. W.; and Albert Thacher, secretary. Work with charter began March 12, 1873. The masters have been: Harrison Hamilton, in 1873-5; Parker Nickerson, 1875-8; Rufus K. Nickerson, 1878-80, and 1882-4; Oliver E. Eldridge, 1880-2; and B. D. Gifford, from 1884 to 1889. Parker Nickerson has been the secretary for several years.

The library was opened November 28, 1887, soon after the formation of the association by the liberal-minded citizens. In February, 1889, the reading-room and library properties were presented to the town. The privileges granted are appreciated, and the 640 volumes of valuable works and files of journals are sought by the public.

The enterprising ladies of the village established an effective branch of the W. C. T. U. in April, 1885. It now flourishes with over sixty members.

Mutual insurance societies here are in a prosperous condition. The Royal Conclave of K. & L., Atlantic, No. 51, was established October 8, 1889, with thirty-seven members.

The eldest mutual insurance society is the A. L. of H., No. 937, established May 12, 1882. In an existence of seven years only one of its sixty members has died. C. A. Freeman was its first commander and has served every year except 1885, when Gaius Mullett was elected.

Still another mutual social circle was instituted December 26, 1888, having for its object the payment of benefits only at death. It is the New England Order of Protection, holding its social meetings every fortnight at Masonic Hall.

At present the village has two houses for the entertainment of travelers. In 1860, Joseph Nickerson built the Ocean House, now the private residence of W. R. Taylor, on Main street, and Isaiah Harding kept it one year. It was then occupied as a dwelling three years by Timothy Loveland. In 1867 Isaiah Harding purchased it and kept it five years. It was sold to Charles H. Smith, who kept it as a hotel for a few years. In the autumn of 1871 Atkins Eldridge opened the Eldridge House, near the town hall. His widow has continued the house since his death, in 1885. Sylvester K. Small, in 1884, opened to the public, the "Travelers Home." It is on an elevation on Main street, well toward the shore. In 1885 he added to the building, in

order to keep pace with its growing popularity. It is sought by pleasure seekers in the summer months, but is open all the year.

James Hedge was appointed postmaster at Chatham, January 1, 1798. He was succeeded by Eleazer Cobb, appointed January 1, 1801. The next incumbent was Ezra Crowell, appointed March 12, 1802, succeeded February 15, 1821, by Theophilus Crowell. June 8, 1822, Josiah Mayo was appointed. He kept the office first in his kitchen, and afterward in a building prepared for the purpose. June 5, 1861, Ziba Nickerson was appointed and kept the office at his store. In 1881 A. M. Bearse was made postmaster, and moved the office to the Boston store building. In 1885 M. W. Howard was appointed and removed the office to his store. B. D. Gifford was appointed in June, 1889.

This important village is connected with the outside world by the Chatham railroad, via Harwich. Of the one hundred thousand dollars stock for its construction the town of Chatham holds thirty-one thousand dollars; the remainder is owned by individuals. The Old Colony company runs the road, retaining seventy per cent. of the receipts. The road adds much to the wealth and business of the village. Fine depot and freight buildings were erected in 1887, at the completion of the road, and Augustus L. Hardy is the agent.

West Chatham is a genuine New England village, situated just west of Chatham village, south of the center, and in the most fertile portion of the town. The old burying places of the town are northeast of the village, and the settlement of this area between the grounds and the Harwich line was made early. The one street extends from the environs of Chatham to those of South Chatham, a distance of nearly two miles, lined with fine residences. Many of the inhabitants have formerly been engaged in fishing, but the industry is now nearly discontinued, and agriculture, including cranberry culture, occupies their attention.

The first store in West Chatham was kept by Stephen G. Davis, about 1830. It was on the bank of Oyster Pond river. He carried a general stock of goods and cured fish. After several years, he went to Boston, and later became cashier of the Shawmut Bank. Daniel Howes succeeded him at West Chatham in 1849, where is now the store building erected in 1882, which has since been kept by P. Eldora Harding. L. D. Buck started a grocery in 1865, which he continues in the west part of the little village. Samuel Doane had a small store prior to 1880 where John K. Kendrick resides. The last mentioned place is historic as the site of a post office for two terms. Daniel Howes was the first postmaster in an old store where the present office is located; he began about 1849. He was succeeded by Samuel Doane in his store where John K. Kendrick lives, and who, in 1881, succeeded

Doane, and held the office until February, 1882, when P. Eldora Harding was appointed.

Chatham Port is a neighborhood sparsely settled over Nickerson's neck—between Pleasant bay and Rider cove,—and at the south of the cove may be found a considerable community. The name Chatham Port, considered a misnomer by some, was applied when the waters surrounding that part of the town furnished the best and safest harbors. The first permanent settlement of the town was established here in 1665, by William Nickerson, and very soon after by the Eldridge, Crowell, Ryder and other families. A short distance above the head of Ryder cove, on a mound in a valley south of Christopher Ryder's residence, is the site of the original William Nickerson's house; and near by, on burying hill, which was an Indian burial place, his ashes without doubt found their last resting place. The hill is over 150 feet above the sea level, and among the many mounds only three are marked by stones; those of Zenas, John and Elizabeth Ryder, who died in 1766, of smallpox. A few burials were subsequently made here, but the remains have been removed to more modern cemeteries. It was originally on William Nickerson's home farm, but has been reserved in subsequent transfers.

From burying hill, now within the premises of S. A. Bassett, can be seen the entire landscape of the north part of the town and the encircling waters of the bays and coves; and to the south may be seen the greatly improved building, once the old parsonage in which Rev. Ephraim Briggs, and later, Rev. Stetson Raymond, lived to serve in the old church which stood near by. Long ago the elements of two centuries erased all evidence of early habitations; but one of later date remains as a connecting link with the past. It is the small house built by the grandfather of Ensign Nickerson, sr., on the neck, and was moved and refitted by the latter in his lifetime. It is now owned by S. M. Nickerson, of Chicago, one of Ensign's grandsons, and stands near the site sold by that gentleman to a Boston company, who are erecting there a fine summer hotel—the only hotel at Chatham Port. The old ordinary does not appear among the former institutions of the village; but as the old stores were permitted to "draw wines," none was needed. Ezra Crowell, called "Esquire Crowe," kept a tavern later, on the old Queen Anne road, near the meeting house within sight, at the southwest.

But little can be gleaned concerning the stores of the last century; they were few and small, and contained the heavy goods needed for fishing. The Nickersons and Eldridges had primitive stores then, but that first remembered by the living was by Mrs. Ensign Nickerson in 1829. She was familiarly called "Aunt Becky," and kept a small store in her house for forty years. In 1849 Christopher Ryder

started a store at his residence, and is still in trade. Isaac B. and Joseph Young built and opened a store in 1852 on the corner, and revived the fishing business; but after four years, on account of the closing of the harbor's mouth by sand, they discontinued the latter branch. The store was sold to Enos Kent, who, after a few years, removed the goods to his house. He died in 1875, and the business was closed. H. Harding, jr., opened a store in his house in 1889.

The *Cape Cod*, a schooner of sixty-five tons, was built at this village by Samuel Moody, for Lumbert Nickerson, and was launched into the bay from the premises of Ensign Nickerson.

For salt manufacturing, the coves and bays of Chatham Port afforded the best of facilities, which were improved soon after 1800. Reuben Ryder is said to have first erected works on the shore of Pleasant bay, and his sons, Isaiah and Christopher, continued them. The second was erected by Ensign Nickerson, sr. These were succeeded as rapidly as the works could be built by Kimble Ryder, his son, Kimble Ryder, jr., Stephen Smith and his son—all on Ryder's river. Still later Ezra Crowell built extensive works on the same river and sold to Jonah and Joseph Young, the latter being an early manufacturer elsewhere. Joshua Crowell, James Ryder and Captain Young soon established works, succeeded by Joseph, Rufus and Samuel H. Young. Edward Kent also erected works here. On Crowe's pond, in 1825, we find the works of Josiah Kendrick and Jonathan Eldridge; on Ryder's cove the works of John Taylor and Reuben Snow; and further east, in the old harbor district, Myrick Nickerson made salt. Later still Ensign Nickerson, jr., the father of Orick and Samuel M., erected works on Crowe's pond; also on the bay side, which were continued until their decay in 1877. David H. Crowell confidently asserts that in 1835 around Ryder's cove he could count within sight twenty-eight wind mills for pumping brine. The only works standing in 1889 were those of Jesse Nickerson, who once owned eighteen hundred feet, and which were more or less used until 1886.

In 1828 Joseph Young established the only block factory ever on the Cape. He started a water mill in 1819, just south of the corner near David Crowell's. In this he first placed, in 1821, cards for dressing cloth. Mr. Young next started the block-making in this building, but made them mostly by hand. In 1847 Isaac B. Young, his son, formed a co-partnership with him, after having completed machinery to manufacture by water. This is claimed to have been the first manufactory of blocks by machinery in the state. Zenas L. Marston, Samuel Young and George Young were admitted to partnership and the business was successful for a period of ten years; then others had commenced the manufacture and this firm lost six thousand dollars in stock by the burning of their storehouse. The business was dis-

continued and the factory building was moved to Chatham village, where it is still doing service.

A post-office at North Chatham supplied this people before the appointment of Enos Kent as postmaster for Chatham Port. He began the office in his store in 1862, and continued it until 1875, the year of his death. His daughter, Emma F., served until 1878, when David H. Crowell, who was appointed, removed the office to his residence. In July, 1889, he was succeeded by Osborn Nickerson, who keeps the office at his house.

North Chatham is a beautiful village situated in the northeastern part of the township. The surface of the entire neck between the Bassing place and the sea is uneven and undulating, but the prettiest residences have been erected upon the highest knolls and command a fine view of the harbor, shoals and ocean beyond. Strong island, Nauset beach, and the irregular shores of Orleans on the north, relieve the vision from the vast expanse of ocean, and the village is becoming noted as a summer resort. The territory was early settled by the families who succeeded William Nickerson and those who came across from old Eastham. Fishing, coasting and foreign service have been the principal occupations of the inhabitants, and in no other portion of the town comparatively are found more or a better representation of these worthy callings than among the retired and active sons of North Chatham. Other industries have not been neglected. In the period between 1825 and 1835 the brig *Cashier* was built near Salathiel Nickerson's shore; and the schooners *Classic*, *Luna*, *Bertha*, *Anson*, *Exit*, and *Philantropic* were launched near the old wharf. This wharf was built by Smith Eldridge about 1830, or prior, and was broken up by the sea in 1851. Near there, in 1833, Orick Nickerson had a coasting schooner of eighty tons built; and in 1834 another of similar capacity. The builder was Anthony Thacher, son of William, who was the first to build vessels in the town.

A store was built with the wharf by Mr. Eldridge, both of which were purchased in 1834 by Ensign Nickerson, jr. The business was conducted by Orick Nickerson for fifteen years, when he removed part of the store building to Monomoy point, where, it is doing service as a dwelling, and sold the wharf and real estate to Zenas Atkins. At that time Richard, Salathiel, Caleb and Myrick Nickerson, Zenas Taylor, Joshua Atkins, Mulford Howes and others, were largely engaged in fishing. The available anchorage then was dotted with vessels when home from the Banks, and the shores were lined with drying flakes. After the interruption of this branch of thrift by the destruction of the wharf and closing of the harbor by shifting sands, another wharf was built in 1855, by Zenas Atkins, Christopher Taylor, Clement Kendrick and several

others in smaller shares. This wharf and the fitful revival of the fishing interest were effectually destroyed in a few years from the same cause.

Prior to these wharves and in connection with the fishing interest the manufacture of salt was important. The stores around North Chatham and the attention of the people were alike fully occupied in its production. From Myrick Nickerson's works on Ryder's river there were to the east those of Prince Harding, John Ryder, Benjamin Dunbar, Joseph Taylor, Zenas Taylor and Salathiel Nickerson; at Old Harbor were those of Timothy Loveland, sr.—five thousand feet—Joshua Atkins, Allen Nickerson and Caleb Nickerson; and to the south of these the shore was lined with the works of Thomas Howes, Richard Nickerson and others; while well toward the village of Chatham were the extensive works of Richard Sears. The evidence of the existence of this long shore line of salt vats has been obliterated, and but few are living of the enterprising spirits who owned or managed them.

The first store here, of which reliable tradition speaks, was one kept in 1820 by Isaiah Nye and William Hamilton. In 1829 Mr. Nye moved, and started a store on the main road near the old meeting house, Mr. Hamilton continuing the first until he sold it to Joshua Nickerson, who in turn sold it to Captain Benjamin T. Freeman in 1853. Mr. Freeman continued in the store on the shore a few years, then erected and removed to the store now occupied by his son, C. A. Freeman, who succeeded him in 1884. After the store connected with the old wharf another store at the new wharf was kept by Zenas Atkins several years. Among others, Thacher Ryder was a prominent merchant here, opening a store at Old Harbor soon after 1820. At his death, in 1863, his son-in-law, David H. Crowell, of Chatham Port, removed the goods to his residence, where he not only sold them out, but continued in the business several years.

The only tavern regularly kept in the village was by John King, who sold in 1803 to Timothy Loveland, father of the present resident of that name, who discontinued in 1805. This old stand is situated opposite the present Baxter House, a beautiful summer hotel, refitted in 1886 by Hattie Baxter.

Isaiah Nye was the first postmaster at North Chatham, appointed January 18, 1828. He kept the office at the store of Nye & Hamilton. Shadrack N. Howland, appointed March 19, 1831, was the next incumbent; Joshua Nickerson, jr., succeeded him April 17, 1837; and Thacher Ryder, in 1854, was postmaster, with the office on the north side of Old Harbor. In 1861 Captain Benjamin T. Freeman, as postmaster, removed the office to his store, and in 1884 he was succeeded by C. A. Freeman, his son, who continues it at the same place.

The distance from North Chatham to the principal center of the town is short, and the wayside cottages are so thickly interspersed over the landscape that the two villages may be almost called one.

South Chatham is not as old a village as West, but excels it in many ways. It is further from the larger villages on either side, and its business is more confined within itself. A fine school building, erected for three departments, and a new depot greet the eye of the traveler who alights from the train. As the visitor walks westerly along the well-kept street, he sees the store of Joshua Eldridge, who for forty years has been engaged in a small grocery trade. The first store here of importance was erected in 1839 by Levi Eldridge, where he opened a general stock. In 1843 his brother, Hiram T., assumed the business which, at his death in 1854, was resumed by the original proprietor. This is not all in which Levi Eldridge is engaged. In 1888, with his son-in-law, Cyrus W. Kelley, he opened a coal yard at the depot, and removing here their lumber yard from Deep Hole, the firm now keep in stock coal, lumber, wood, hay and harnesses.

The fishing business was formerly the leading industry here, and many years ago Levi Eldridge, with others, erected a wharf on the bay, at a point just over the line of Harwich, where fish were cured and packed. After a few years he became sole owner, repaired the wharf after the ice had once nearly destroyed it, then gradually closed out his fishing interests, and allowed the wharf to go to pieces in 1887. Levi Eldridge and John G. Doane, in 1866, had six vessels in the cod and mackerel fishing, for which they cured and packed, and packed the mackerel for seven other vessels. After the death of Mr. Doane the business was continued by Mr. Eldridge, aided by his son, who died in 1884. Then he sold the vessels and closed this branch in 1887. The statistics of this one firm would be a fair index of the decline of this industry throughout the Cape. In 1881, Mr. Eldridge, as inspector for his and other's fish at that wharf, reported 8,932 barrels of his own mackerel; in 1882 he had 6,983 barrels; in 1883 only 4,304 barrels; in 1884, 4,216; in 1885, 2,040; and in 1886 but a very few. Now agriculture, especially cranberry culture, commands the attention of the citizens.

A general business in merchandise is still continued by Levi Eldridge at the old site. A little west of him, opposite the G. A. R. Hall, is the grocery store of Elisha M. Eldridge, who followed fishing summers, and mercantile business winters, until 1876, when he established here a permanent trade. The hall now owned and occupied by F. D. Hammond Post, No. 141, was erected about thirty years ago by a stock company and was called Excelsior Hall. In 1885 the Post purchased it, and have a flourishing organization, which is comprised of members from Chatham and surrounding towns.

A post office was needed here, and in 1862 Levi Eldridge was appointed postmaster, placing the office at his store. He was succeeded in 1885 by Joshua Eldridge, who removed the boxes and details to his store further east. In October, 1889, Francis S. Cahoon was appointed.

The only distinctive religious society of the Village is the Come-Outers, as they are vulgarly called, and this also includes members from other localities. As this is probably the only mention this sect will have, although there are a few in the south of Dennis, and, perhaps in other towns, it is just to explain that the members have come out from other religious organizations, not agreeing with them in forms of worship.

Pilgrim Library was instituted here February 5, 1875, and now contains 515 volumes. It is kept at the store of Levi Eldridge, and M. E. Kelley is librarian.

The agent of this station of the Chatham railroad, appointed in 1887, is Alfred A. Eldridge. The beautiful rolling fields of this part of the town, the proximity of the village to Chatham bay, and the thrift of its business men, render South Chatham important among the villages.

BIOGRAPHICAL SKETCHES.

Thomas S. Arey, born in 1839 in Orleans, is the eldest son of Oliver and Mercy (Snow) Arey and grandson of Joseph Arey, born 1716. He followed the sea fourteen years in early life. He was for sixteen months acting ensign in the navy during the rebellion. Since 1868 he has been engaged in vessel repairs—nine years in South America and twelve years at Stage Wharf, Chatham. He is a member of Frank D. Hammond Post. He was married in 1865, to Lucinda, daughter of Amariah Mayo. They have one daughter living—Bertha M.—and have lost two children.

Alvin Z. Atkins, born in 1849, is a son of Zenas, whose father, Joshua, was a son of William Atkins. His mother was Rhoda, daughter of John and Temperance (Bascom) Crowell. Mr. Atkins has been selectman since 1885. He is a member of St. Martins Lodge. In 1872 he was married to Eunice, daughter of Reuben and Sally (Harding) Hawes. They have lost four children: Nellie E., Susie C., Zenas and Sadie W.

George S. Atwood, son of Solomon and Lucy (Smith) Atwood, was born in 1835, and is a carpenter by trade. He was a contractor and builder until 1879, and since that time has been engaged in oyster culture. He was married in 1860, to Mehitable S., daughter of Elisha Holbrook. They have three children: George S., jr., Nellie F. and Benjamin F.



Levi' Stwood

Joseph Atwood, born in 1823, is the only son of Esquire Joseph and grandson of Sears Atwood. He studied dentistry with Dr. N. K. Mayo, and has been in practice at Chatham for over forty years. He owns and occupies his father's homestead. He is a member of the Congregational church. In 1854 he was married to Alzina R. Adams of New York. They have one daughter, Nina M., who was married in 1873, to Prof. Hiram M. George, who was principal of the Chatham high school in 1872 and 1873, and has been master for the last twelve years of the Tileston School, Boston. They have three children: Ernest A., Arthur A. and N. Modesta.

LEVI ATWOOD.—Stephen Atwood, mentioned as Stephen Wood, was enrolled in 1643, at Plymouth, as one able to bear arms, being then over sixteen years of age. Soon after he came to old Nauset where he married Abigail Dunham, November 6, 1644, settling in Eastham. He was the ancestor of the Atwoods on the Cape. He died in Eastham in 1694, leaving a large family of children. Joseph, his third child, born about 1650, married Apphiah (Bangs) Knowles, widow of John Knowles and daughter of Edward Bangs, in 1677. They had five children. One of these, Joseph Atwood, jr., married Bethia Crowell and reared nine children. One of these, also named Joseph, was born February 19, 1720, and removed to Chatham, where he married Deborah, daughter of Daniel Sears, in 1742. This Joseph was a prominent man of Chatham, as a shipmaster in foreign commerce, and as mentioned in the records of the town. He died February 8, 1794. His wife died January 6, 1796, aged seventy-four. They had seven children. Sears Atwood, the seventh of these, was born July 26, 1761, and was married October 31, 1782, to Azubah, daughter of Solomon Collins. Their seven children were: Joseph, born September 25, 1783; Solomon, born August 6, 1785; David, August 29, 1787; John, August 20, 1789; Sears, March 31, 1792; James, February 4, 1801; and Azubah, October 18, 1805. Sears Atwood, the father, died March 1, 1832; his wife November 10, 1832. The children, except Sears, who died young, all settled in the immediate neighborhood, giving the family name to the street and the school. It was said to be the boast of the old gentleman that he could stand in his door and make all his children hear his voice in their own homes.

Solomon, the second son of Sears Atwood, and the father of the subject of this sketch, married Lucy, daughter of Stephen and Margery Smith, of Chatham, December 8, 1814, and died March 26, 1848. His wife died November 29, 1868. Their six children were: Sears, Mary, Solomon C., Levi, Lucy S. and George S., of whom Sears, Mary, Levi and George S., still survive. Of this family of four sons and two daughters, Sears Atwood was born November 20, 1815, married Phebe N. Harding, December 31, 1840, and they have two children, Solomon

C. and Charles R., who are both heads of families. Mary, born April 20, 1817, was married February 1, 1844, to John Emery, and of their seven children three survive. Solomon C. Atwood was born March 15, 1819, and was drowned, by falling from a boat on the night of June 7, 1837, at Monomoy harbor. Lucy S., born March 9, 1828, died September 30, 1841: George S., born September 1, 1835, married Mehitable S. Holbrook on the 25th of December, 1860. They have three children: George S., jr., Nellie F. and Benjamin F. Levi Atwood, whose portrait appears in this connection, was born March 25, 1824, was educated in Chatham, and employed the summers of his younger years in farming, salt making, and in the sale of lumber, and the winters in teaching in the district schools. He was married March 26, 1850, to Phebe Mason, daughter of Jeremiah and Betsey Hatch of Andover, Mass. Mrs. Atwood's father was a school teacher and a man of some note in the town; her mother was of a distinguished family—the Elliotts. Her maternal grandfather, Robert Mason, entered the revolutionary army at fourteen years of age, serving through the war and filling many important positions. Mrs. Atwood's death occurred at Chatham on the 18th of January, 1890, after many months of patient suffering. Their five children were: Rodolphus, the first son, born February 22, 1851, died April 5th, of the following year; Lucy S., born May 22, 1854, married December 25, 1878, to Rev. Joseph Hammond, now a resident pastor at Carlisle, Mass., and has three children: Eva, Louise and Joseph Hammond; Roswell Atwood, born October 20, 1855, married on the 25th of December, 1877, to Idella M., daughter of Henry and Eunice Smith, and has one son—Henry Romaine Atwood; Lura S. Atwood, born September 3, 1857, married June 8, 1887, to Joseph S. Reed, and has one son—Harold Nickerson Reed; Levi Sidney Atwood, the youngest of the five, born June 21, 1863, married Cornelia M., daughter of Francis B. and Azubah A. Rogers, on the first of December, 1886, and has one son—George Tyler Atwood.

Thus Mr. Atwood finds himself, while scarcely past the meridian of his own life, surrounded by a younger life in his children and grandchildren, and happily sees the generations come as the generations go and a family name preserved which for more than two centuries has been respected on the Cape. He is still actively engaged himself, in the mercantile business, on the same site where he commenced, November 1, 1849—over forty years ago. For half a century he has been an important factor in the affairs of church and state, and in every work for the enlightenment and good of his town, has done well his part. He has been in the choir of the church of his choice (the Congregational) for fifty years, and superintendent of its Sunday school forty-five years; town clerk and treasurer of the town

since 1873, as an exponent of the Republican party; has served several years on the school committee, and for nearly twenty years has had the editorial charge of the *Chatham Monitor*, the town local paper.

During his term of service in these many responsible positions he has never been absent without the most urgent and unavoidable reason, and by his fearless and faithful discharge of the multifarious duties of life this representative of the important family of Atwood has erected to his memory and to the family name some permanent landmarks, which may fitly become a heritage and an impulse for good to the generations of the future.

Samuel M. Atwood, youngest son of John and Margaret (Smith) Atwood, and grandson of Sears Atwood, was born in 1834. He was married in 1858, to Lizzie M., daughter of Robert and Desire (Nickerson) Eldridge.

Sears Atwood, born in 1815, is the eldest son of Solomon and Lucy (Smith) Atwood, and grandson of Sears and Azubah (Collins) Atwood. He followed the sea from 1830 until 1861. He has been for several years engaged in the coal business. He was married in 1840, to Phebe N., daughter of Elisha and Patia Harding. They have two sons: Solomon C. and Charles R.

Azubah C. Ballou is a daughter of Joseph and Patia (Howes) Atwood. She was married in 1838, to Captain James S. Taylor, son of James S. and Lucy (Nickerson) Taylor. Mr. Taylor died in 1861, leaving one adopted daughter, Azubah A. (Mrs. Cyrenus A. Bearse). She was married again in 1867, to Giddings H. Ballou, the oldest son of Rev. Hosea Ballou, 2d, D.D., who was the first president of Tufts College. Mr. Ballou was born November 10, 1820, and was a portrait artist for many years. He was also secular editor of the *Gospel Banner* during the late war. He was for eight or ten years in government employ at Washington, preparing statistics for the bureau of agriculture. He was a very successful school teacher, and was several years contributor to Harper's and other magazines. He died in Chatham, June 8, 1886.

Charles Bassett, born in 1843, is the only living child of Whitman and Eliza (Doane) Bassett, a grandson of Enoch, and great-grandson of Samuel Bassett. Mr. Bassett was engaged in fishing until 1879, and is now clerk and treasurer of the Chatham railroad. He has been five years selectman, and was six years a member of the school committee. He was married in 1864, to Sarah Harwood, who died leaving one son, Henry A. He was married again in 1871, to Martha Sears. She died leaving three children.

Harriet L. Baxter is a daughter of Christopher and Harriet (Oliver) Taylor, and granddaughter of Christopher Taylor. She was married in 1876, to Allen Baxter, and has one daughter, Eleanor H.

Mrs. Baxter has kept a summer boarding house at North Chatham since 1885, at her father's homestead.

Cyrenus A. Bearse, born in 1842, a son of Ezra and Delilah (Mayo) Bearse, was a master mariner in the foreign trade. He was married in 1869, to Azubah A., daughter of James S. and Azubah (Atwood) Taylor. They had one daughter, Virginia F., and one son, who died in infancy. Captain Bearse died on board the ship *George Skolfield*, September 7, 1889, on the voyage from Calcutta.

George N. Bearse, born in 1837, is a son of Eben, whose father, Ebenezer, was a son of Simeon Bearse. His mother was Clarissa, daughter of Zoath and Clarissa Nickerson. Mr. Bearse followed the fishing business from 1851 to 1884, and was master of vessels twenty years. Since 1884 he has been in the store and fishing business with Alonzo Kendrick. He was married in 1861 to Rebecca A. Eldridge, who died leaving two children: Lelia L. and David W. He was married again in 1871, to Marietta, daughter of Samuel D. and Mary A. (Crowell) Eldridge. They have one daughter, Lottie M. Mrs. Bearse's paternal grandparents were Isaiah and Rebecca (Davis) Eldridge, and her maternal grandparents were Mark and Anna Crowell.

George H. Buck, son of Nathan and Keziah (Kendrick) Buck, and grandson of Joshua Buck, was born in 1839. He followed the sea from 1852 to 1884, coasting and fishing. He was married in 1863, to Aurelia E., daughter of Charles G. Cook. They have three children living: George H., jr., Madella A. and Clara D.; and two sons deceased.

Benjamin S. Cahoon, born in 1828, in Harwich, is the youngest and only surviving child of Seth and Mehitabel (Small) Cahoon, and grandson of Seth Cahoon. He is a painter by trade, and has followed the business and kept painters' supplies since 1857. Since 1882 he has also done an undertaking business. He served in the war of the rebellion eleven months in Company E., Forty-third Massachusetts Volunteers, and is a member of Frank D. Hammond Post. He was married in 1850, to Mehitabel, daughter of Jonathan Higgins. Their two daughters are: Georgia A. (Mrs. C. F. Simmons), and Bertha T. They lost one son.

Samuel D. Clifford, born in 1812, is a son of Dr. Daniel P. Clifford, of page 224. He followed the sea until 1840, and was seven years in the lightship service as captain of *Pollock Rip* and *Shovelfull*. Since then he has devoted his time to agricultural pursuits. He was married in 1840, to Louisa C. Burroughs. She died, and he married in 1846, Rebecca Bearse. They have five children: Ophelia, Cordelia, Mary, Etta and Samuel D., jr.

Rev. Gamaliel Collins, born in 1816, at Provincetown, was the youngest and last surviving child of Gamaliel and Elizabeth (Dyer)

Collins. He received a preparatory education in Waterville, Me., and was ordained in Chatham in 1842 as a Universalist preacher, and after a pastorate there of three years, he preached in Hudson, N. Y., and Philadelphia, Penn. He was chaplain of the Seventy-second Pennsylvania Volunteers from 1861 until the close of the war. He was chaplain in the regular army from 1867 until he retired in 1879. He was married in 1843, to Amanda F., daughter of Joel and Mary (Crosby) Sparrow. Their daughter is Martha R. (Mrs. Allyn Cox) of New York.

Elijah Crosby was born in Chatham in 1819. At the age of ten years he began going to sea, attaining to master at twenty-six, in which capacity he acted successfully until 1871. He was connected with shipping interests until 1884. On his first voyage he was cook of a fishing schooner of ten men, at three dollars per month. During his seafaring life he contracted for and built several vessels. He never was shipwrecked. After being engaged in the coal business three years, and three years in the lumber business, he retired from active life. He was married in 1841, to Emeline, daughter of Ephraim Taylor. She died leaving two children—Emma C. and Elijah E. They lost three. He was married in 1855, to Rowena, daughter of Joseph Taylor. They have four children: Arthur R., Cora, Annie F. and Rena T. They lost one.

David H. Crowell, born in 1820, is the youngest and only surviving child of Joshua and Hannah (Howes) Crowell, grandson of Jonah and great-grandson of Jabez Crowell. Mr. Crowell followed the sea for twenty-nine years prior to 1863. He was acting master a year and a half in the naval service during the war of the rebellion. He was for nine years superintendent of schools in Chatham, and for eleven years postmaster at Chatham Port. He was married in 1845, to Mercy F. Ryder, who died in 1884, leaving four children: Helen M., David F., T. R. Carlton and Geneva V.

Thomas H. Crowell, son of Thomas H. and Abigail (Wing) Crowell, was born in 1846. Mr. Crowell is engaged in business in Boston. He was married in 1872, to Amelia, daughter of Charles F. and Mehitable (Taylor) White, and granddaughter of Isaac White.

A. Judson Doane, son of Nehemiah and Betsey (Higgins) Doane, grandson of Samuel, and great-grandson of Nehemiah Doane, was born in West Chatham July 18, 1832. He has been a master mariner about thirty years. He was married in 1857, to Mary F. Rogers, who died leaving one son, Alfred J. He was married in 1867 to Emily C. Kendrick. She died, and in 1889 he was married to Georgia M. Nickerson.

Samuel H. Doane, born in West Chatham in April, 1829, is a son of Nehemiah and Betsey (Higgins) Doane, who had four children,

three of whom are living: Samuel H., A. Judson and Anna J. (Mrs. Cyrenus K. Goodspeed). Mr. Doane has been a master mariner for thirty-five years. He was married in 1844, to Clarinda F. Nickerson, who died leaving one son, Samuel W.

Benjamin F. Eldridge^b was born in 1813, and died in January, 1890. He was descended from Samuel^a, Elnathan^s, Ebenezer², Jehosaphat Eldridge¹. His mother was Hannah Mayo. He followed the sea about thirty years, after which he engaged in farming. He was for three years captain of *Pollock Rip*, light ship. He was married in 1834, to Elizabeth Bassett, who died leaving three sons: Benjamin F., jr., John B. and James W. He was married in 1853, to Abbie A. Doane, who died leaving three children: Lydia C., Samuel and Marcus. He was married again in 1863, and a fourth time in 1882.

Cyrenus Eldridge, born in 1825, is a son of Ensign and Sally (Gorham) Eldridge, grandson of Elisha, and great-grandson of Jehosaphat Eldridge. He went to sea thirty-nine seasons in the fishing business, prior to 1876. He was married in 1851, to Betsey S. (deceased), daughter of Zephaniah Eldridge. They had two sons, Enos A. and Clarinton S., both of whom died. He was married again in 1863, to Olive A. Allen, by whom he has three children: Reuben W., Alida B. and Clarinton E. Mr. Eldridge is a member of the East Harwich Methodist Episcopal church.

Edmund N. Eldridge, born in 1834, is a son of John H. and Salome (Nickerson) Eldridge, and grandson of Atkins Eldridge. He is a wheelwright and carpenter. He was married in 1855, to Rebecca C., daughter of Aaron Small. They have two children: Eddie, born in 1858, and Emma R., born in 1879.

Elisha M. Eldridge, born in 1842, is a son of Elisha and Anna K. Eldridge, and grandson of Ensign, whose father, Elisha, was a son of Jehosaphat Eldridge. Mr. Eldridge has been a merchant at South Chatham since November, 1875. Prior to that time he followed the sea. He was married in 1867, to Hope D., daughter of Isaiah C. Kelley. Their two sons are Alberto M. and Harold L.

James Eldridge, born November 6, 1816, is a son of Reuben and Jane (Taylor) Eldridge, and grandson of James Eldridge. Mr. Eldridge is a farmer at West Chatham, on the homestead of his father. He was married January 8, 1838, to Sarah Kelley, who died June 1, 1881, leaving three children: Jane T., Reuben and Sarah M. Mr. Eldridge was married again April 13, 1882, to Mrs. Lydia A. Eldridge, daughter of Amos Harding.

LEVI ELDRIDGE.—This well-known business man of South Chatham, now the president of the Harwich Savings Bank, is the grandson of Nathaniel Eldridge, who was born September 15, 1751, and who married Elizabeth Ryder and reared, in Chatham, six children:



Levi Eldridge

Mehitable, born October 14, 1778; Zenas, January 1, 1782; Tabitha, February 1, 1787; Esther, March 16, 1788; Kimball, March 21, 1791; and Levi, born December 7, 1794, died October 2, 1866.

Levi, the youngest of these, the father of the subject of this sketch, was a seafaring man during his early years, subsequently turning his attention to salt-making and fishing. He married Lydia Young, who was born August 22, 1795, and died July 16, 1865. To them were born eleven children: Nathaniel, Levi, Nathaniel, Hiram T., William, Lydia, Aurelia, Esther L., William P., Esther L. and James M. Of these, the first Nathaniel was born December 22, 1817, and died October 5, 1818. Levi was born September 8, 1819. Nathaniel, born February 21, 1821, married Charlotte Kenney for his first wife. She died, leaving three children: Hercelia M., who married Timothy K. Stearns; Nathaniel E., who married Lelia L. Bearse; and Aurelia H. His second wife was Mrs. Susan Kenney, and their child is Ethel M. Eldridge. Hiram T. Eldridge, the fourth child of Levi, was born January 15, 1823, and died December 27, 1854, leaving his wife—Aseneth P. Burgess—and a daughter named Eugenia L. Eldridge. William, the fifth child, was born November 26, 1824, and died September 26, 1826. Lydia, the sixth child, born September 23, 1826, married Mulford Rogers and reared three children, who in their turn became heads of families: William P. twice married, first to Olive Holbrook, then to Mehitable Weeks; Betsey N., who married George R. Emerson; and Mulford T., who married Hattie E. Mason. Aurelia, the seventh child of Levi, was born August 21, 1828, married Archelaus E. Harding, and died May 29, 1863. Their three daughters are married. The eldest, Julia A., married Rev. Ebenezer Tirrel of Weymouth; Cynthia M. married Edward J. Clark of Boston; and Nellie M. married Samuel H. Mayo of East Boston. The remaining four children of Levi Eldridge were: Esther L., born November 9, 1830, died May 23, 1833; William P., born November 9, 1833, died November 16, 1839; Esther L., born March 14, 1836, died December 18, 1839; and James M., born June 1, 1838, and died December 3, 1839.

Levi, above mentioned as the second son in this family of eleven, was born at Chatham and received a common school education. Commencing at eighteen years of age the carpenter trade, he followed it thirteen years, and then engaged in the fishing business. His first venture in the purchase of a share of fishing vessels was about 1846, which proving successful, he at once gave his attention to owning and fitting vessels, curing and packing fish. The history of his present and former business relations is given in the annals of South Chatham.

He married his first wife, Phebe W., daughter of Jonathan and Mercy Small, November 24, 1841. She was born February 24, 1823,

and died March 15, 1845, leaving one daughter, Esther L., born August 12, 1844, who departed this life November 7, 1845. His second marriage, April 12, 1846, was to Mercy Small (daughter of Jonathan and Mercy), born November 27, 1818, and their children were: Esther L., Mercelia E., Phebe E. and Levi W. Of these only one survives. Esther L., born April 29, 1847, died in July of the same year. Mercelia E., born February 7, 1849, was married February 8, 1870, to William W. Eldridge, who died February 24, 1871, and their daughter, Evelyn W., born March 13, 1871, died September 9, 1876. The widow married Cyrus W. Kelley, for her second husband, on the 25th of December, 1873, and their daughter, Mercy E., was born June 23, 1875. Phebe E., the third child of Levi Eldridge, was born December 23, 1852, and died in infancy. Levi Wilbur, the only son of the subject of this sketch, was born September 14, 1854, and died December 28, 1883. He married in 1878, Minnie C. Buck, who survives him with one son, named Levi W. D. Eldridge.

Levi Eldridge filled many places of trust in the midst of his active business career, and to an extent that the reader may wonder how he could find the time. He was selectman twenty years, to which office then belonged the duties of assessor and overseer of the poor; was on the school committee several years; was president of the South Harwich Marine Insurance Company from the death of Joseph P. Nickerson until the company closed its affairs, a period of nineteen years; was postmaster many years; later being vice-president and director in the Cape Cod National Bank and president of the Five Cents Savings Bank of Harwich. This long list of trusts shows the worth of the man. His unblemished public and private life, his unselfish benevolence, and his useful and honorable toil, are indelibly stamped in the records of his acts and in the memories of his townsmen.

Oliver E. Eldridge, born in 1840, is a son of Oliver, grandson of Oliver, and great-grandson of Peter Eldridge. He followed the sea from 1851 to 1877, as master thirteen years. Since 1877 he has been engaged at Stage wharf, Chatham, in repairing boats, and has been superintendent of Chatham and Harwich marine railway. He is a member of St. Martins Lodge, A. F. & A. M. He was married in 1861 to Mehitabel, daughter of Benjamin H. Eldridge. Their six children living are: Myra E., Ella M., Ernest S., Benjamin O., Chester A. and Ralph S. They lost three children.

Joshua Eldridge, born in 1819, is a son of Zenas, and Betsey (Allen) Eldridge, grandson of Nathaniel, and great-grandson of Jehosaphat Eldridge. He followed the sea for twenty-five years, after which he was engaged in the fish business for fourteen years. He now keeps a small store at South Chatham where he was postmaster from 1885

to 1889. He was married in 1843, to Laura A., daughter of Isaac Rogers. She died in 1869. Their children are: Rufus T., Charles A., (deceased) and Joshua C. Mr. Eldridge was married in 1870, to Julia A., daughter of Isaac and Bethiah Bearse, of Chatham. She died in 1880. Their children are: Charles A. and Henry H.

Luther Eldridge, born in 1818, is a son of Joseph and Data (Baker) Eldridge and grandson of John Eldridge. He followed the sea from 1829 to 1865, as master nineteen years. Since October, 1880, he has been in the light-ship service. He was married in 1845, to Eliza J. Hallett, who died leaving one son, Gustavas H. He was married again in 1889, to Mrs. Eliza A. Eldridge, daughter of Hiram Small.

Walter S. H. Eldridge, born in 1851, is the youngest of eight children of Oliver and Almira (Kenney) Eldridge, and grandson of Oliver Eldridge. He followed the sea from 1866 to 1885, when he started the Crystal Springs Laundry, which he has operated since that time. He was married in 1873, to Emma, daughter of Elijah Crosby. They have four children: Emma C., Sanford H., Arthur S. and Herbert N.

John Emery was born June 6, 1808, and died March 14, 1882. He was a son of Stephen, grandson of John and great-grandson of Rev. Stephen Emery, who preached in Chatham thirty-three years and died there in 1782. The subject of this sketch followed the business of contracting and building in Chatham until the time of his decease. He was first married January 10, 1832, to Almira Harding, who died August 9, 1843. Their children are: Zelia, born October 21, 1834; married April 1, 1856, to Rufus Howes; John Anson, born November 16, 1837, married October 15, 1872, to Mary T. Morrison, of Alleghany City, Pa.; Minerva Francis, born February 10, 1839, married May 6, 1860, to Bassett J. Smith; Edson, born November 4, 1841, died April 13, 1871; and Rufus, born August 3, 1843, married in 1866, to Roxanna Cook, of Provincetown, Mass. Mr. Emery was married February 1, 1844, to Mary Atwood. Their children are: Erastus, born August 7, 1846, died January 16, 1878. (He married December 25, 1873, Anna L. Hughes, of Truro, Mass., who died August 9, 1876. He practiced medicine in Truro nine years); Benjamin Valentine, born February 14, 1848, married April 20, 1880, to Belle Richardson, of Covington, Ky., and lives in Chicago, Ill.; Mary Atwood, born December 26, 1852, married December 17, 1879, Dr. Albert F. Blaisdell, of Providence, R. I.; Carrie Luella, born October 27, 1855, died November 6, 1881; and Almira Harding, born December 17, 1857.

Clarendon A. Freeman, born in 1849, is the only surviving child of Benjamin T. and Tamsen E. (Nickerson) Freeman. He is a merchant at North Chatham, where he succeeded his father in 1884, since which time he has been postmaster. He was representative from this district in 1883 and 1884. He is a member of the school committee,

and since 1888 has been county treasurer. He was married in 1877, to Anna L. Burbank, of Newton Highlands.

George Godfrey, born in 1822, is a son of David and Anna (Young) Godfrey, and grandson of David, who was a son of George, a descendant of George Godfrey, who came to this county in 1670. Mr. Godfrey was engaged in mercantile business in New York from 1838 to 1868, after which he was ten years in New Jersey. He has been trial justice at Chatham since 1885. He was married in 1845, to Tabitha H., daughter of Joshua Nickerson. They have one son, Lorenzo N. They lost three children: Anna, George, jr., and Willie. Mr. Godfrey's father served on the privateer *Reindeer* during the war of 1812, and about 1822 started the first regular packet to sail between Boston and New York, in the employ of Stanton, Fisk & Nichols. He was also one of the originators of the old Despatch Line of packets. It is said that a great uncle of his, Colonel Benjamin Godfrey, took a company to the battle of Bunker Hill.

Leander Gould, born in 1813, is one of four surviving children of Richard and Sarah (Nickerson) Gould, and is a grandson of Josiah Gould. Mr. Gould was in the fishing and coasting business from 1828 to 1873. He was married in 1834, to Hannah Phillips. They have five children: Leander F., Abby A., Mary A., Josiah A. and Clara J. C.

Solomon E. Hallett, born in 1833, is the only son of John and Charlotte (Mayo) Hallett, and grandson of John and Lydia (Thacher) Hallett. He has been a merchant at Chatham since 1861. He was for five years a member of the school board, eleven years selectman, representative in the legislature two terms, and since January, 1886, has been county commissioner, and is a trustee of Harwich Savings Bank. He is a member of St. Martin's Lodge, A. F. & A. M. He was married in 1855, to Eliza L. Bates. Their three daughters are: Mary S., Lottie F. and Ettie E.

Alfred C. Harding, son of Silas H. and Clarissa C. Harding, and grandson of Joshua Harding, was born in 1849. He was engaged in the meat business several years prior to 1882, when he opened an ice cream saloon in Chatham, where he is still in business. He was married in 1873, to Eliza W., daughter of Warren and Eliza Rogers, and granddaughter of Joseph L. and Phebe Rogers.

Andrew Harding, born in 1836, is the youngest of fourteen children of Barzilla and Hattie (Bangs) Harding, and a grandson of Isaiah Harding. He was married in 1860, to Abbie Eldridge, who died five years later. He was married again in 1867, to Avis A., daughter of Abel Reynolds. They have one son, Heman A.

Daniel Harding, son of Daniel and Eunice Harding, married Phebe Ann, daughter of Zephaniah and Susan (Allen) Eldridge. Their children were: Phebe Eldora, who has been postmistress at West Chat-



J. C. Harding

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ham since February 10, 1882, and also kept a variety store at the same place; Zephaniah E., Clarence F., Walter E., Wallace E. (deceased), Daniel C. and four others, deceased. Clarence F. was married January 15, 1884, to Inez L., daughter of Thomas and Malinda F. (Allen) Doane, granddaughter of John G. and great-granddaughter of Thomas Doane. Zephaniah E. Harding was married June 21, 1888, to Lillian E., daughter of William S. and Dinah (Nickerson) Rogers.

CAPTAIN J. C. HARDING.—One of the enterprising young mariners representing the true type of Cape Cod shipmasters is Joseph Clement Harding, of Chatham. Joseph Harding, the first of the name here, came with Governor Gorges in 1623, settling in Plymouth. He married Martha Harding, who survived him and was administrator of his estate. She died a few years later leaving their two sons, John and Joseph, mere lads, who came to Old Eastham in 1644, to serve their minority with Dea. John Doane, their mother's brother. From this Joseph, who made the Cape his home, has descended a long line of worthy and industrious representatives. The male lineage of this branch of the family, including the Joseph last mentioned, is: Joseph, Joseph, Maziah, Joseph, Amos, Amos and Joseph, the father of the subject of this sketch, born in 1822. He is a mariner of note, yet a master in the coastwise trade after a command of forty years in vessels of various build, and passing a large portion of this long period of service in foreign command. He married Eliza A. Payne, of Chatham, who was born in 1826. Their children were: Joseph C., Alice E., born in 1855, married Danforth S. Steele, of West Somerville, and has one son, Leslie; Isaphine, born in 1860, married Edgar N. Nickerson, of West Somerville; and John P., born in 1862, died in 1889.

Joseph C. Harding was born March 13, 1850, the oldest of the four children of Joseph Harding. He was taken to sea at the age of two years, and with the advancing years of boyhood a love for this life work was implanted in his earnest nature. At sixteen he went before the mast, at eighteen was second mate of the bark *Chief*, at twenty-one first mate, and at twenty-three the master, sailing from American ports to the principal ports of Europe. After several years, he was master of the *John H. Pierson* and the *George Kingman* in foreign trade, the *Charles L. Pierson* in the China trade for seven years, and now is master and part owner of the schooner *Puritan*, a three-master in the foreign trade.

He was married February 28, 1878, to Mary D., daughter of Alfred and Aseneth Eldridge, of Chatham, and they have one son, Alfred C., born June 30, 1885. Mrs. Harding's father was a very successful sea-captain of thirty-five years' service. His children are: Adalena A., Alfred A., Mary D. and Alberto W., of whom the first three survive. His father, Ensign Eldridge, married Sally Gorham from another prominent and respectable family of the Cape.

Captain Joseph C. Harding is one of those fortunate masters—the result of experience and care—who has never called upon his underwriters for a dollar for accidents, although he has sailed in as many cyclones and typhoons as any master of his age, having crossed the Atlantic sixty-five times, besides sailing on every ocean of the globe. His wife has accompanied him on several long voyages to Australia, Europe and China. They are pleasantly situated in their fine home in South Chatham, where the captain spent the last season while his vessel made a trip to Rio Janeiro. He is a liberal supporter of the church and of every good work in this community, in which he expects to become a resident of more permanence when he shall have completed his life on the sea.

CAPTAIN HIRAM HARDING.—This representative of one branch of the ancient family of Harding, is the son of Mulford and grandson of Thomas Harding, who removed from Hingham to Chatham before the revolutionary war. This Mulford Harding was born July 10, 1776, in the house near Oyster pond, now the residence of his daughter, Mrs. Naomi Linnell. He was a seafaring man in early life, and in the war of 1812 was one of the crew of the *Reindeer* that suffered in Dartmoor prison as prisoners of war. He was married May 14, 1798, to Sally, daughter of Jonathan and Ruth Young, and reared nine children, whose histories appear in the succeeding paragraphs.

Lurana married Thomas Stetson, and they, with their only son, are deceased.

Polly was married to Abner Sparrow and had five children: Joseph, Samuel S., Abner H., Hiram H. and Mary. Of this family, the parents and children are all dead excepting Abner A. Hiram H. was lost on a voyage from New York to the Mediterranean.

Mulford Harding (deceased) married Emily Rogers and had one son, George N., who is now an architect at Hyde Park.

Sally was married to Enos Snow and reared five children, of whom only the youngest survives. The children were: Enos, Sarah, Emeline, Mary E. and Sarah.

Howes married Catherine Hodgden and had one son, Darius H., who passed through the civil war, was paid off and had started for home, when he was stricken with fever at New Orleans, where he died.

David married Elizabeth C. Holway and their children were: David, Marion, John, Andrew, Lizzie and Annette, of whom three survive.

Naomi A. was married to Josiah Linnell, who died in 1887. Their only son, Josiah F. Linnell, is also dead.

Betsey married Freeman Chase, who died in 1887 without issue. The widow survives.



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Hiram Harding

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Captain Hiram Harding, the seventh of the nine, born October 28, 1814, married Lydia F. Gould, who was born in 1819, and who died November 30, 1873. Captain Harding was one of the many who, at an early age, took to the sea. At eleven he was on the deep, at seventeen was mate, and at twenty-two he was in command of the brig *Pearl*, plying between Boston and Philadelphia—a packet which he navigated winter and summer for thirteen years. He then built the *Cambridge*, which he commanded on foreign voyages. This was succeeded by the barks *Pearl*, *Sterling*, *Harvester* and others, running to the divisions and ports of the Eastern hemisphere, and enduring all the dangers of a seafaring life for nearly fifty years, thirty-nine of which were passed as master. No serious accident occurred during his long captaincy, but the bark *Harvester* was burned in the gulf of Persia, by the Arabs, forcing the captain and crew to remain in boats sixty hours before they could find a refuge. His last purchase was the *Edith Roe*, from which he retired in 1873.

The captain has had eight children, of whom four survive: Lydia F., born May 7, 1843, died November 6, 1843; Captain Hiram, jr., born September 24, 1844, married Josephine Young; a daughter born to them lived but four years; Captain Joseph F., born July 19, 1846, married Annie Snow; Maria C., born November 12, 1850, died April 27, 1868; George H., born February 13, 1853, unmarried, is an express messenger; Marianna, born April 5, 1855, lives at home; Sarah G., born February 14, 1857, died April 17, 1872; and Emma F., born September 12, 1860, died in infancy.

Captain Hiram Harding has not only filled a prominent part on the sea, but has been equally efficient on land. He has been notary public, justice of the peace, wreck commissioner, insurance agent, director of Barnstable Fire Insurance Company, trustee of savings bank, and selectman. He has been a member of the Boston Marine Society for thirty-five years, and for many years past a prominent member of the Methodist Episcopal church of Chatham. In his life voyage of over seventy-five years, every phase has been met with that confidence and fortitude for which he is marked, and now in life's early evening he enjoys, in his pleasant home at Chatham, the results of his earnest, active, earlier life.

Walden F. Harding, son of Walden and Julia A. (Cahoon) Harding, was born in 1852, and followed the sea from 1863 to 1883. Since the latter year he has carried on the meat business in Chatham, and since 1888 he has also done a grocery business. He was married in 1876, to Ida M., daughter of Sylvanus Bearse. Their three children are: Otis H., Helen F. and Irene A.

Josiah Hardy, born in 1805, was the son of Isaac and Betsey (Eldridge) Hardy, and grandson of Josiah and Rebecca (Hamilton)

Hardy. Mr. Hardy was a coal and wood merchant. He was several years selectman, and at the time of his death, in 1877, he was president of the Cape Cod Five Cents Savings Bank. He was married in 1827, to Miriam, daughter of Samuel Freeman. Seven of their nine children are living: Almira, Miriam, Rebecca, Betsey A., Harriet, Josiah and Augustus. Eliza and Samuel died. Betsey A. owns the homestead.

Josiah Hardy, born in 1822, is a son of Josiah and Rebecca (Clark) Hardy, and grandson of Josiah Hardy, who came from Virginia to Chatham in 1776, and married Rebecca Hamilton, and had four children. Mr. Hardy was a master mariner until 1866, and since 1872 he has been the keeper of the Chatham lighthouse. He is a member of St. Martin's Lodge, A. F. & A. M. He was married in 1844, to Harriet K., daughter of Jonathan and Olive (Moody) Myrick. They have four children: James H., Joseph M., Ursula M. and Samuel F. They lost two: Joseph M. and Rebecca C.

Ebenezer N. Hawes, born in 1849, is the youngest son of Edward and Polly (Kelley) Hawes, grandson of Samuel, and great-grandson of John Hawes. Mr. Hawes is a blacksmith at West Chatham. He was married in 1870, to Lucy I., daughter of Luther Sears. They have one daughter, Annie M.

Samuel Higgins, born in 1812, in Brewster, was a son of Samuel Higgins. He was a blacksmith by trade, and kept a hardware store in Chatham several years prior to his death, which occurred in 1881. He was married in 1834, to Abby E., daughter of Samuel Hallett, of Yarmouth. They had two daughters: Abby C. (Mrs. Joseph C. Chase) and Adelaide L., who died. Mr. Higgins was several years a member of the school committee, two terms county treasurer, and two terms a member of the house of representatives.

Thomas Holway, born in 1825, is the only survivor of four children of Thomas and Sabrina (Gould) Holway, and grandson of Prince Holway, of Sandwich. He has been engaged in the fishing business for several years. He was married in 1867, to Sarah E., daughter of Abel Reynolds, of Rhode Island. They have two children: Sabie S. and William T. Mr. Holway is a member of the Chatham Methodist Episcopal church and a prohibitionist.

Marcus W. Howard, son of Edward and Emily (Nickerson) Howard, was born in 1846. He is a merchant tailor at Chatham, where in 1873, he succeeded his father, who had been in the business since 1839. Mr. Howard was postmaster from 1885 to 1889. He is a member of the Masonic Lodge and Chapter. He was married in 1872, to Susan E. Huckins. They have one daughter, Agnes A.

Oscar E. Howard, son of Edward Howard, was born in 1853. He has been in the tailor shop with his brother, Marcus W., since 1876.

He was married in 1878, to Huldah S. Sparrow. They have one son, Edward S.

Collins Howes, born in 1819, is a son of Collins and Rhoda (Bangs) Howes, grandson of Enoch, and great-grandson of Richard Howes. Mr. Howes followed the sea as a fisherman until 1862, and since that time has been in the store and fish business at Harding's beach. He has been selectman since 1886. He was married in 1840, to Phebe G. Bearse, who died leaving seven children: Dorinda, Phebe H., Collins E., Celestia B., Charles A., James Curtis (deceased), and Selena F. Mr. Howes was married again in 1884, to Mrs. Hannah G. Hammond, daughter of Thomas Allen, of Harwich.

Collins E. Howes, born in 1846, is a son of Collins and Phebe G. (Bearse) Howes. He followed the sea for fourteen years, and since 1874 has been in the merchant fishing business, at Harding's beach. He is a member of St. Martin's Lodge, A. F. & A. M. He was married in 1867, to Lurana E., daughter of Nathaniel and Eunice (Nicker-son) Kenney. They have two children: Nathaniel E. and Lottie E.

Frank Howes, the eldest son of George Howes, was born in 1826. He followed the sea from 1840 until 1873. He was master mariner twenty years. He was a member of the Boston Marine Society, and St. Martin's Lodge of Masons. He was a deacon of the Chatham Baptist church and also Sunday school superintendent of the same. He was married in 1853, to Susanna Hawes, who died three years later. He was married again in 1861, to Mercy B., daughter of Clement and Mercy (Bassett) Small, and granddaughter of William Small. They have eight children: Lizzie, Minnie, Frank, George, Ernest, Samuel, Henry and Emmie. Mr. Howes died on May 7, 1885.

Horatio Howes, son of Collins and Rhoda (Bangs) Howes, was born in 1829. He followed the sea in early life, and is now engaged in the poultry business. He was married in 1851, to Mercy A., daughter of David and Abigail (Young) Howes. They have one daughter, Abbie L.

John J. Howes, born in 1850, is the only son of John H. and Emeline (Sparrow) Howes, and grandson of James Howes. He was sixteen years in a men's furnishing store in Boston, prior to April, 1886, when he came to Chatham and opened the Boston dry goods store. He was married in 1874 to Arlissa, daughter of Richard B. and Mary (Gould) Harding. They have one daughter, Florence E., two sons having died in infancy.

Kimble R. Howes, son of David and Eliza J. Howes, was born in 1851. He followed the sea from 1863 to 1884, and since that time he has run a bakery in Chatham. He was married in 1872, to Ella A., daughter of Franklin and Mehitable C. Smith. She died, and he married her sister, Mehitable C., in 1875.

Clement Kendrick, born in 1812, is a son of Josiah, and grandson of Henry Kendrick. His mother was Mary, daughter of Kimble Ryder. Mr. Kendrick followed the sea from 1825 to 1844. He is a director in the Cape Cod National Bank, and a trustee of the Cape Cod Five Cents Savings Bank. He was married in 1836, to Harriet, daughter of Christopher Taylor. She died three years later, and he was married in 1841, to Annie, daughter of Reuben Young. She died in 1865.

Edward Kendrick, jr., born in 1849, is a son of Edward and Elizabeth A. (Doane) Kendrick, grandson of Mulford, and great-grandson of Edward Kendrick. Mr. Kendrick followed the sea until 1887, and has since been a farmer. He was married in 1874, to Mattie W. Wilcox.

James A. Kendrick, son of James and Rebecca (Eldridge) Kendrick, was born in 1842. His grandparents were James and Betsey Kendrick, and his great-grandparents were Thomas and Phebe Kendrick. Mr. Kendrick has followed the sea since he was thirteen years old, in the fishing and coasting business. He was married in 1864, to Lucy, daughter of Joseph O. Baker. She died in 1873, and he was married again in 1874, to Phebe E., daughter of Shadrach and Rhoda (Cahoon) Small, and granddaughter of Jonathan Small. They have four children: Eunice B., George W. Martha C. and Rhoda E.

Cyrus S. Kent, born in 1847, is a son of Enos, and grandson of Edward Kent. He has followed the sea since 1860, and has been captain nineteen years. He is a member of the Boston Marine Society, St. Martin's Lodge, and Sylvester Baxter Chapter. He was married in 1870, to Sarah P., daughter of Ziba Nickerson.

Myrick N. Kent, born in 1816, is the only son of David and Elizabeth (Nickerson) Kent, and grandson of Edward Kent. He followed the sea from 1830 to 1860, and was master twenty-three years. He was married in 1839, to Elizabeth, daughter of James and Rebecca (Wing) Harding. They have one son, James H. Three children died: Emma J., Esther E. and David.

Lucy E. Lewis is a daughter of Richard and Lavonia (White) Ryder, and granddaughter of Harding Ryder. She was married in 1866, to David Lewis, who died in 1878. Mr. Lewis followed the sea as a fisherman. He was a son of Isaiah Lewis. Richard Ryder died in 1842, aged thirty years. His widow was married in 1844, to Zenas Taylor, who died in 1881. Of his four children only one is living—John C. Taylor.

Isaac Loveland, son of Timothy and Dorcas (Doane) Loveland, was born in 1817. He was a cooper by trade in early life, from 1847 to 1866 was engaged in the fish and mercantile business, and after that was for some time engaged in weir fishing. He was several

years president of the Cape Cod National Bank, resigning the position a short time before his death, which occurred in 1888. He was married in 1846, to Elizabeth Kent. They had one son, who died.

Timothy V. Loveland, son of Timothy and Dorcas (Doane) Loveland, was born in 1810. He worked at the carpenters' trade until 1848, from that time until 1863 was engaged in the fish business at Sandy point, and has since been engaged in weir fishing. He was married first to Patience Nye, who died leaving three children: Susan, Isaiah and Timothy O. His second wife was Harriet Nye. They have three children: Augustus, Hattie and Isaac H.

Winslow Loveland, son of Joseph and Martha (Snow) Loveland, was born in 1826. He was a master mariner from 1851 to 1887. He has resided in East Boston since 1857. He is a member of the Boston Marine Society. He was married in 1848 to Sarah W. Hammond, who died leaving one daughter, Cleora E. He was married again in 1856, to Maria W. Gould. They have two sons: Herbert W. and Joseph W.

Reuben S. Loveland, son of Joseph and Martha Loveland, was born in 1820, and is a mason by trade. He was married in 1852, to Marinda Mayo, who died leaving two daughters: Clarissa A. (deceased) and Ella M. He was married again in 1867 to Mrs. Abbie Myrick, daughter of Reuben C. Taylor. They have two sons: Reuben C. and Benjamin A. Mr. Loveland is a prohibitionist.

Gaius Mullett, born in 1842, is a son of Gaius and Martha (Nickerson) Mullett and grandson of James Mullett. Mr. Mullett has been twelve years constable, two terms deputy sheriff, and since October 7, 1887, he has been deputy collector of customs for the port of Chatham, and notary public. He was married in 1865, to Louisa B., daughter of Lothrop L. Bearse. They have one son, Lemuel C.

George H. Munroe, who has been for ten years paymaster in the silk mills at Holyoke, Mass., was married in 1872 to Emma I., daughter of Simeon N. and Mehitabel (Atkins) Taylor and granddaughter of John Taylor. Mrs. Munroe is one of three children. Her brother, Joseph, is deceased, and her sister, Maria L., is visiting in Europe with her parents.

Alvano T. Nickerson, born in 1839, is a son of Caleb, and grandson of Salathiel Nickerson. His mother is Julia A., daughter of William and Mehitabel (Ryder) Hamilton. Mr. Nickerson has been in business in Boston since he was sixteen years of age. He was married in 1863, to Laurietta, daughter of Lumbert Nickerson. They have five children: Mabel E., Alvano T., jr., Lillian H., Walter L. and Hattie H. Mr. Nickerson spends his summers at North Chatham, where his ancestors have lived for several generations.

Daniel W. Nickerson, born in 1834, is a son of Washington and Ann (Turner) Nickerson, and grandson of Edward Nickerson, mariner.

Mr. Nickerson began going to sea when eleven years old, and at the age of twenty-five became master of coasting vessels. In 1882 he built a residence in Chatham, where he now lives. He was married in 1856, to Deborah K. Hamilton, who died some years after. He was married in 1878, to Addie A. Eldridge. By his first wife he had two children: George W. N., died October 1, 1880, aged eighteen years and eight months, and an infant child.

Erastus Nickerson, son of Lumbert and Rhoda (Eldridge) Nickerson, was born in 1821. Mr. Nickerson followed the sea until 1861. He was several years a member of the school committee, and in 1880 he was representative in the legislature. He was married in 1842, to Rebecca, daughter of Seth Nickerson. She died in 1860, leaving two children: Amanda, who has since died, and Erastus M. He was married again in 1862, to Rebecca H., daughter of James Kendrick. They have two children: Gracie W. and Nellie B.

Erastus M. Nickerson, only son of Erastus and Rebecca Nickerson, was born in 1851. He was in the fish business until 1879, and since that time has kept a pool room and tobacco and cigar store at Chatham. He was married in 1880, to Elizabeth, daughter of Joshua Nickerson.

John H. Nickerson, born in 1844, is a son of John H. and Mary T. (Goodspeed) Nickerson, grandson of Joshua, and great-grandson of Salathiel Nickerson. Mr. Nickerson followed the sea in early life, and is now a carpenter by trade. He was married in 1869, to Emma A., daughter of Edward Howard. They have two sons: J. Howard and Frank G.

Moses Nickerson, son of Ezra Nickerson, was born in 1812, and was a master mariner. He died at sea in 1871. He was a member of the Baptist church. He was married in 1838, to Sarah T. Eldridge. They had two children: Moses E. and Alice P.

Orick Nickerson⁷, was born in 1814. He is the eldest son of six children of Ensign⁶, descended from Ensign⁶, Absalom⁴, William³, William², William Nickerson¹, who was the first white man to own what is now Chatham. The six surviving children of Ensign Nickerson⁶ are: Orick, Sparrow M., Sally A. M., Ensign A., Samuel M. of Chicago (who still owns the homestead farm), and Rebecca J. The two daughters now occupy their father's homestead house. Orick Nickerson was married in 1834, to Mary Ryder. She died in 1852, leaving two sons: Cornelius (who married Ellen J. Gulliver), and Osborn (who married Mary L. Dodge.)

Rufus F. Nickerson, born in 1837, is a son of Zenas and Abigail (Higgins) Nickerson, and grandson of Silas and Susan Nickerson. Mr. Nickerson has been engaged in the fishing business since 1851. He was married in 1860, to Sarah, daughter of Joshua Atkins. They have ten children: Minnie L., George F., Abbie C., Sadie L., Rufus A., Mary E., Grace V., Joseph A., Hope R. and Dexter W.



Saml M Nickerson

SAMUEL M. NICKERSON, son of Ensign, jr., and Rebecca Nickerson, was born in Chatham June 14, 1830. His ancestor, eight generations back, was the old Puritan, William Nickerson, whose coming to Yarmouth and to Chatham is mentioned on page 458. From him to Samuel M.⁸, the line of descent is through William², William³, William⁴, Absalom⁵, Ensign⁶, and Ensign, jr.⁷, all of whom are known in the local history of Chatham, where the family is still in possession of part of the lands which William¹ purchased of the Indians.

Samuel M. Nickerson received his early education in the public schools of Chatham and Boston. In 1847 he went to Apalachicola, Fla., where he remained in business several years. In 1858 he married the daughter of the late Isaac Crosby, of Brewster, and having been burned out in Florida he removed the same year to Chicago, where he engaged in the business of distilling alcohol, retiring from it in 1864. From that year until 1871 he was president of the Chicago City Railroad Company, but resigned the position on account of the great pressure of his banking interests. Mr. Nickerson was elected vice-president of the First National Bank at its organization in 1863, continuing such until 1867, when he was elected its president, and still remains in that position. In 1867-1868 he built, at the corner of State and Washington streets, the First National Bank building, then acknowledged to be the best fire proof building west of New York city, and still standing—a relic of the great fire of 1871—the only building in the business district not then destroyed.

In 1881-1882 he built, at the corner of Monroe and Dearborn streets, the expensive and commodious building now occupied by the bank, containing the largest banking office in this country, with ample room for its 150 officials and employees. In March, 1868, Mr. Nickerson organized the Union Stock Yard National Bank, located at the stock-yards, remaining its president until 1870, and still retaining a place as one of its directors. He is renowned for his sterling business qualities and for his great experience, and excellent judgment in financial affairs. He is an officer in the new Art Institute, and always a supporter of every local art movement. His private gallery is a favorite haunt to which artists and lovers of pictures can always obtain entrance.

Zenas Nickerson, born in 1827, is one of five surviving children of Zenas and Priscilla (Eldridge) Nickerson, and grandson of Ezra Nickerson. Mr. Nickerson was a master mariner prior to 1867, and since that time he has been a merchant and farmer. He was married in 1849, to Mary A., daughter of Ephraim and Thankful Taylor, and granddaughter of John Taylor. They have six children: Zenas A., George H., 2d, Mary A. Velma W., Priscilla T. and Geneva T.

Ziba Nickerson, a merchant at Chatham, was born in 1823. He is

a son of Lumbert and Rhoda (Eldridge) Nickerson, and grandson of Ensign Nickerson. He has been clerk and treasurer of the Universalist society, and led the choir for forty years. He has been superintendent of the Sunday school twenty years. He was married in 1844, to Sarah, daughter of George and Sally Paine. They have five children living: Ziba, jr., Willie L., Charles S., Sarah P. and Rhoda L. They lost two sons; George W., born in 1845, lost at sea in 1863, and John P., died at the age of about eighteen months.

Owen Oneal, son of John Oneal, was born in 1848. He has been in the employ of the Cape Cod and Old Colony railroad since 1868, as passenger and freight conductor, seventeen years. He was married in 1877, to Mary McKay. They have four children: Owen A., Charles B., Jennie M. and James B.

Francis B. Rogers, born in 1830, is a son of Francis and Mary (Ryder) Rogers, and grandson of Mulford Rogers. Mr. Rogers is a carpenter by trade. He served nine months in the war of the rebellion, in Company E, Forty-third Massachusetts Volunteers, and is a member of Frank D. Hammond Post, G. A. R. He married Azubah A., daughter of Elnathan and Azubah (Atwood) Mayo. Their six children are: Francis H., George T., Edwin A., Lina B., Cornelia M. and Mary J. Two died: Ella E. and Elmer F.

Sullivan Rogers, born in 1822, is a son of Zacheus and grandson of Daniel Rogers. His mother was Margaret, daughter of Joseph Mayo. Mr. Rogers kept a hardware, tin and sheet iron store at Chatham from April, 1846, and is still carrying on the business in connection with his son. Mr. Rogers is a prohibitionist, and a member of the Chatham Methodist Episcopal church. He was married in 1847, to Catherine, daughter of Josiah Mayo, Esq. They have had five children, three of whom are living: Susan M., Alice and Josiah M., who was married in 1883, to Mary A., daughter of Captain Zenas Nickerson.

Kimble Ryder, born in 1822, is the youngest of seven children of Kimble and Ruth (Eldridge) Ryder and a grandson of Kimble Ryder. Mr. Ryder followed the sea from 1839 to 1870, and was master mariner twenty-six years. He was twelve years in the coal, wood and grain business. He was married in 1846, to Sarah Doane. She died and he was married again in 1857 to Desire B., daughter of Abijah and Prudence B. (Nye) Crosby. He had one son by his first wife—Charles K., born September 26, 1846, died March 20, 1851. Mr. Ryder has been treasurer of the St. Martin's Lodge since its organization.

Sylvester K. Small, son of Samuel and Abigail (Simmons) Small, was born in 1822. He followed the sea from 1834 to 1875, and was master for twenty-eight years. In 1884 he opened "The Travelers' Home" at Chatham. He was married in 1844, to Dorrinda, daughter



Rufus Smith

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of Collins and Rhoda (Bangs) Howes. They have three children: Emulous F., Willie C. and George K. They lost three children.

Ephraim Smith, born in 1824, is a son of Christopher and Sarah (Eldridge) Smith, and grandson of Richard Smith. He followed the sea prior to 1865, since which time he has been a manufacturer of and wholesale dealer in tinware in Boston. He was married in 1849, to Mercy, daughter of James Hawes. They have three children: Mercena, Susan T. and Sarah A. Two sons died: Henry O. and Ephraim, jr.

RUFUS SMITH.—Ralph, one of this family name, came to the New World in 1629, but the Ralph Smyth who came in 1633, whose name appears in the Hingham records in 1637, who was in Eastham in 1657, and there took the oath of fidelity, is the progenitor to whom the ancestral line of this representative in Chatham is traced. The male line of descent to the subject of this sketch, inclusive, was: Ralph¹, Samuel², John³, Stephen⁴, George⁵, Stephen⁶, Stephen⁷ and Rufus⁸. Ralph's children were: Samuel, baptized July 11, 1641; John, July 23, 1644; Daniel, March 2, 1647; and Thomas.

Samuel² married, January 3, 1667, at Eastham, Mary, daughter of Giles Hopkins, son of Stephen Hopkins of the *Mayflower*, and their children were: Samuel, born May 26, 1668, died September 22, 1692; Mary, born June 3, 1669, married Daniel Hamilton, of Chatham; Joseph, born April 10, 1671; John, May 26, 1673; Grace, September 5, 1676; and Deborah, born December 10, 1678. This Samuel, son of Ralph, born at Eastham, was a farmer and a large landholder. His house in Eastham is in part still standing. He also owned four hundred acres in Orleans, known as the Smith purchase, and two farms in Chatham that he gave to John and Mary in equal parts, also giving them, with his grandsons, Samuel and Joseph, equal parts in the Cahoon farm, Chatham.

John³ married Bethia Snow, daughter of Stephen, son of Nicholas, who married Constance, daughter of the Pilgrim Hopkins, and their children were: Samuel, Dean, John, Stephen, David, Seth, Mercy, Mary and Bethiah Smith.

Stephen⁴, the next in the male line, was born in Monomoyick, in 1706, and died in January, 1766, with smallpox, as also did, in the same epidemic, his wife, Bashua, and his two daughters. He was a deacon and a farmer, and an important factor in church and state. His sons were: Stephen and Archelaus, who moved to Nova Scotia; three sons, who built and lived on the home farm—George in the white house that stood near Long cove, Obed on the Doctor Clifford place, and Elijah on the Stephen Ryder place, all side by side. There were also three daughters: Hannah, Bashua and Betty.

George⁵, a farmer and sportsman, the next in the line, born Feb-

ruary 11, 1732, married Barbara Mayo, October 16, 1755, and died in July, 1823. Their children were: Richard, Theophilus, George, Stephen, Benjamin, Obed and Knowles (twins), Bathua and Betty.

Stephen⁶, born November 18, 1764, married Margery Crowell, daughter of David Crowell. He was a farmer and fisherman, accumulated a nice property in Chatham, and lived until September 14, 1832. His children were: Betsey, Lucy, Levi, Thomas, Sally, Stephen, Thankful, Margery and David.

Stephen⁷, the father of Rufus, was born September 2, 1800, and married Clarissa H. Lewis, of Hingham, December 18, 1823. She was born February 22, 1802, and died September 29, 1879. Stephen was an industrious citizen, true to his religious principles, and prominent in the town of Chatham. He inherited his father's estate, to which he added largely by farming and investing in vessels. He died November 26, 1864. Of his ten children, David, born October 23, 1824, was a worthy sea captain, a great reader and a man of uncommon intelligence. He was a great inventor and mechanic, and invented the method of freezing ice on large iron plates, which he was prosecuting in New Orleans at the time of his death, in December, 1886. The other children of this family were: a daughter, who died in infancy; Rufus, whose history is set forth in the next paragraph; Stephen V., born February 14, 1829, lived near his father, on his grandfather's farm, and died July 13, 1878; Lewis F., born March 13, 1839, followed the sea for a few years, and subsequently engaged in an express and trading business. (He married Georgia, daughter of Doctor Dodge. She died November 9, 1878, leaving three children: Louie F., Montgomery F., who died in 1888, and Anna Parker Smith); Benjamin Smith the sixth child, born October 28, 1833, died August 16, 1835; Benjamin F., born December 19, 1836, died January 24, 1844; Mariah Louise, born September 29, 1841, died April 16, 1843; her twin sister, Ann Eliza, died February 13, 1846; and the tenth child, a son, died in infancy without name.

Rufus Smith, born May 2, 1827, now enjoying in Chatham Port the broad acres, fruits of his own industry, worked with his father until after he was twenty-one years old when he purchased a portion of his present farm for sheep husbandry, which not proving profitable, he, at twenty-four, engaged in making brick near where the new hotel is being erected. This enterprise, on account of expensive transportation, did not meet his expectations, and in 1861 he engaged in a mail contract and stage line, between Chatham and Yarmouth. This naturally led to an express business which required, before the advent of the railroad, thirty-two horses for its various branches. Since the cars have run to Orleans he retains a share in the consolidated express company and is engaged in delivering its goods in his own

town. He has added largely to his original purchase of lands, and being a lover of animals, keeps a large number of poultry and stock, in connection with his extensive farming. He has found time, at the solicitation of his friends, to fill very efficiently various offices in his town and was the republican representative of his district in 1879. He is a life member of the county agricultural society and is credited with the largest and best exhibit of blooded cattle yet shown at its annual fairs. Farming and the social relations of life are his preference, but to assist his brothers he has engaged in outside enterprises, being a short time in a wholesale mercantile business with his brother Lewis F., and more recently with his brother David in manufacturing ice at Washington, from which Mr. Smith retired two years after his brother's death. For years past he has successfully engaged in cranberry culture, adding eight more acres the past year. He is an important factor in the Methodist society, in the body politic, in the industrial interests and every good work and enterprise for the advancement and prosperity of his town.

He was married March 29, 1847, to Mehitable S. Ryder, who was born March 17, 1828, and died August 29, 1867. Their seven children are: Joseph R., born May 9, 1847, died in September of the same year; Rufus C., born September 5, 1850, died January 31, 1877, after one year's study for the ministry in a theological school, where he overtaxed his energies and from a cold went into a decline; Benjamin F., born July 20, 1852, now engaged in the express business between Provincetown and Boston, (he married Rebecca A. Taylor, of Provincetown, August 29, 1878, who died April 25, 1884, leaving three children—Mary A., Anna F. and Stephen C.); Clara E., born May 12, 1855, died February 2, 1856; Lizzie E., born February 4, 1858; Curtis M., born October 9, 1859, married Betty Mason, of Washington, and has three children—Ralph C., Rufus and an infant son; and Morris W., twin of Curtis, married Anna M. Nickerson. Mr. Smith was married the second time November 26, 1868, to Betsey T., daughter of Constant Sears, direct in the lineage of Richard the Pilgrim. She was born November 27, 1836, and is one of six living sisters. Their children are: Bessie M., born April 21, 1875; and Alice C., September 6, 1882, both in school.

After untiring activity in his business, and a long period of usefulness in religious, social and civil affairs, Mr. Smith is enabled now to spend the evening of his days in the confidence of all who know him, and in the serenity which such a life merits.

David S. Taylor was born in 1817. He is a son of Samuel and Betsey (Smith) Taylor, and grandson of Reuben C. Taylor. Mr. Taylor followed the sea from 1831 until 1870. He was married in 1842, to

Hannah, daughter of Thomas Taylor. They have five children: Thomas W., Henry W., David S., jr., Adaliza C. and Betsey S.

Ephraim A. Taylor⁷ was born in 1826. He is descended from Ephraim⁶, John⁶, Seth⁴, Seth³, John², Richard Taylor¹. Mr. Taylor is a carpenter by trade. He was selectman several years, and a member of the school committee. He is a democrat, as was also his father. He was married in 1855, to Ann L. Wight. They have four children: Herman, Gertrude, Winthrop and Edward L. One son, Augustus, born in 1856, died in 1878.

Hiram Taylor, born in 1820, is a son of Samuel and Betsey (Smith) Taylor. He followed the sea from 1832 to 1881, and was master mariner thirty years. He is a member of the Boston Marine Society. He was married in 1843, to Elizabeth C., daughter of Ezra and Sally H. Nickerson. Of their four children Caroline I., Hiram E. and one infant are deceased. John H., born September 7, 1858, was married in 1883, to Hattie W., daughter of George A. Taylor. They have one daughter, Carrie I.

Captain John Taylor, born in 1824, was a son of Captain John, and a grandson of John Taylor. He began going to sea at the age of eleven years. He was a master mariner until three years prior to his death, which occurred in 1886, and had circumnavigated the globe. He was a member of the Boston Marine Society. He was married in 1847, to Elizabeth, daughter of Gorham and Sarah (Hopkins) Mayo. They had nine children: John B., Gorham M., Edgar R., Walter F., Elwyn O., Lizzie C., Catalina L., and two who died in infancy.

Levi Taylor, eldest son of Reuben C. and Nabby C. (Baker) Taylor, was born in 1824, and has followed the sea since 1836. He is a master mariner, and a member of the Boston Marine Society. He was married in 1846, to Martha B., daughter of Joshua and Bethiah (Eldridge) Howes. They have two children: Collins B. and Mary F.

Reuben C. Taylor⁷ was born in 1832. He is descended from Reuben C⁶, Reuben C⁵, Samuel⁴, Samuel³, John², Richard Taylor¹. Mr. Taylor has followed the sea for forty-five years, and has been master twenty years. He was married in 1867, to Phebe N., daughter of Sylvanus Gage. They have four children: Clarina S., Sophena C., Phebe H. and Mercy E.

Washington Taylor, born in 1820, is the youngest of fourteen children of George and Sabrina (Ryder) Taylor. He has been a successful merchant at Chatham since 1848. He was married in 1842, to Mary R. Harding. They have two sons: Sylvanus H. and Washington R.

Washington R. Taylor, son of Washington Taylor, was born in 1851. He keeps a livery stable in Chatham. He was married in 1873, to Abbie E., daughter of Reuben L. Bearse. They have one son, Frank R.

John W. Vanhise, born in 1825 in New Brunswick, N. J., is a son of William and grandson of John Vanhise, both natives of Middlesex county, New Jersey. Mr. Vanhise is a ship builder by trade. In 1866 he began to plant oysters in what is now known as Oyster bay. Since 1878 he has made the oyster culture a regular business. He is a member of St. Martin's Lodge, A. F. & A. M. He was married in 1861, to Mrs. Susan E. Small, daughter of Elisha Smalley. She had two sons by her former marriage: Levi A. and George E. Small.

Levi C. Wing, born in 1837, is the eldest of five children of Obed and Lurana (Phillips) Wing and grandson of Levi Wing, who was a revolutionary soldier. Mr. Wing has followed the sea since 1846, and has been master mariner since 1870. He was married in 1859, to Abbie A. Gould. They have six children: Curtis A., Clarana M., P. Frankie, Abbie C., Grace L. and Carrie A.

Isaac B. Young was born in Chatham, March 9, 1818, and is the son of Joseph and Bethiah Bea Young. He was married to Maria J. Marston, November 7, 1839. Their children are: Maria Marston, Helen Clarence, Edwin Marcus and Emma F. Young. Mr. Young was representative in the Massachusetts legislature two terms—1863 and 1864—and deputy collector of customs from 1871 to 1877. His father, Joseph Young, son of Joseph and Anna Nickerson Young, was taken by the British and made prisoner in the war of 1812 at the age of sixteen years. Isaac B.'s grandfather, Joseph Young, the son of Hiat and Mercy Hinckley Young, enlisted in the war of the revolution at the age of sixteen years and served five years. His father, Hiat Young, was in the French war and was taken captive by the Indians; also served six years in the revolutionary war. Hiat and his son Joseph's aggregate time in the service of the revolutionary war was eleven years. The wages per month received for their service was the value of one bushel of corn.

James M. Young, born in 1834, is a son of Reuben and Martha (Eldredge) Young, grandson of Joseph and great-grandson of Hiat Young. Mr. Young is a carpenter by trade, but for the past fifteen years has been a farmer. He is a member of St. Martin's Lodge, A. F. & A. M. He was married in 1877, to Clara L. Harding. They have two children: James W. and Reuben S.

CHAPTER XX.

TOWN OF FALMOUTH.

Description.—Indians.—Settlement.—Incorporation.—Growth and Progress.—The Revolution.—Early Industries.—War of 1812.—Civil War.—Subsequent Events and Present Condition.—Civil Lists.—Churches.—Schools.—Cemeteries.—Villages.—Biographical Sketches.

THAT portion of Barnstable county occupying the extreme southwestern portion of Cape Cod, now the town of Falmouth, was a part of that unexplored country which the English charter of April 10, 1606, presumed to confer upon the Plymouth Company, and which was superseded by the charter of 1620, by which James I. created the Council of Plymouth. It is bounded north and northeast by the towns of Bourne and Sandwich, the northwest corner being at Cataumet harbor, east by Mashpee, south by the Vineyard sound, west by Buzzards bay, and contains about 28,500 acres of assessed land. A range of hills, partly covered with oak forest, extends, parallel with the bay, through its western border, and the remainder is quite level. The soil is gravelly loam except in the eastern part, which is sandy and light. Its extreme width of coast along the sound is $9\frac{3}{4}$ miles, and its width from Falmouth wharf to the northeast corner at Ashumet pond is eight miles. It contains over forty ponds that bear names according to the circumstances of position, peculiarity, or original owner, and not a few are salt.

Some writers assert that there was no Indian tribe here when the European first landed; but in the fields along the bay from Woods Holl to North Falmouth have been found their bones and implements, and the reader will be regaled with the frequent use of Indian names that applied to different villages in the town, as given by them and used by the proprietors.

Ecclesiastical differences providentially turned the tide of emigration from Sandwich and Barnstable toward Falmouth, then called by the Indian name *Succoneset*. Isaac Robinson, dismissed from civil employment because of his sympathy with the Sandwich Quakers, was stricken from the list of freemen. Others, prominent in the colony, and since on the Cape, were proscribed. What could remedy this state of feeling better than to remove as far as possible into

the wilderness, away from immediate jurisdiction? June 7, 1659, permission was granted to five persons of Barnstable to purchase of the Indians, lands here, but was not carried into effect. Permission was given to others March 5, 1660, but not until June 4, 1661, under another permission from the court, did these earnest settlers prepare to set out in quest of other homes. They, according to tradition, came by water around the Cape, up the sound. The Barnstable church records show that Isaac Robinson received a letter of recommendation to the church at Marthas vineyard; which would indicate that as their place of destination; but they landed on the Cape, and, attracted by its beauty and fertility and having permission from the court at Plymouth, here they remained, becoming the first white settlers of Falmouth.

The proprietors' records of the town are sufficient evidence of the fact that the following persons were located on the lands now occupied by the village and its immediate vicinity, and the first entry of the records, November 29, 1661, gives to each the lots described. Isaac Robinson, the first to build a house between Fresh and Salt ponds, was given four acres by his house, eight acres, and one and a-half of meadow elsewhere; Jonathan Hatch had ten acres "by his house lying against the neck and leaving a sufficient way into the neck;" John Chapman, four acres; John Jenkins, eight acres; Jesse Hamlin, eight acres; Anthony Annabel, eight acres; William Nelson, four acres; Samuel Hinckley, eight acres; Captain Nathaniel Thomas, eight acres; Samuel Fuller, eight acres; Thomas Lathrop, eight acres; Peter Blossom, eight acres; James Cobb, eight acres; and Thomas Ewer, eight acres. They laid out four acres along by the pond into lots, which were assigned to the same individuals, then added "there is also a sufficient way to be left along by the pond side about or below the houses." They laid out twenty acres to be also shared, which was next to Hatch's land, "lying on the sea and running 200 rods towards the woods." Thus the reader may comprehend who were the first settlers of the town, where they located, and the amount of land first tilled. Considerable importance must have been attached to this primitive settlement, for the court in March, 1663, enacted that the lands, even those not inhabited by them, be rated and liable in some measure for the support of a man for the dispensing of God's word among them; but "Suconeset not being yet strong enough to stand alone, ordered by the court that it shall for the present belong to Barnstable." These original proprietors secured a tract that extended from Woods Holl, along the sound to Five-Mile river and extending north four or five miles; for divisions were made by the proprietors to themselves and other settlers in succeeding years--in 1668 to William Gifford, Thomas Lewis and John Jenkins; in 1678

to William Gifford, jr., and John and William Weeks; in 1679 to James Percival, Moses Ronley, sr., Joseph Hull, Thomas Griffin, John Robinson, Samuel Tilley, Nathaniel Skiff and Thomas Johnson; and these included lands between Hog Island Harbor on the bay and Five-Mile river on the east; bounded by the sound on the south. The line between Sandwich and Succonesset was defined in 1679, as "Beginning at a place commonly called Hope's Spring a little to the southward of Pocasset Neck; thence easterly into the woods, being Suckanessett's northerly bounds, etc., to the Christian Indian's lands."

In 1685 permission was granted "to take up land," where now is East Falmouth, in the eastern portion of the town, east of the Five-Mile river, and east of the original possession. Robert Harper, James Percival, Joseph Hull, John Weeks, Joseph Hatch, Moses Rowley, sr., James Lewis and Thomas Creppan, sr., were the purchasers from the Indians.

On the fourth of June, 1686, (O. S.), the population received full incorporation as a township; but it was called Succonesset in the town records still later. On the sixth day of June, 1687, the town records its action as "We, the inhabitants of Suckanessett;" and again at a meeting of the proprietors at the house of Jonathan Hatch, in 1690, it was "Ordered that all the undivided lands within said Suckanessett be laid out in lots and allotments as soon as convenient." Frederick Freeman thought that it was incorporated as Falmouth. The entry in Volume IV., Colony Records of Plymouth, says: "Upon the request of the inhabitants of Seipican, alias Rochester, to become a township and have the priviledges of a town, the Court granted theire desire in y^t respect, & the like granted to Suckannesset inhabitants," and Charles F. Swift, in an examination of the provincial statutes, says he found the name Falmouth first used September 14, 1694. Arnold Gifford, of West Falmouth, has a deed dated March 16, 1693-4, in which Robert Harper, deeding to John Gifford, locates the land as "in Suckannesset, alias Falmouth," and we find no earlier use of the word.

In 1688 Thomas Bowerman had lands laid out to him, and in March, 1691, the lands of the "Plains" were granted to John Weeks, William Weeks, Thomas Parker, Joseph Parker, Benjamin Hatch, Moses Hatch, William Gifford, John Gifford, Jonathan Hatch and Christopher Gifford. John Jenkins was appointed to do this work, and employed William Wyatt and Thomas Bowerman to assist. The head of Five-Mile river, now known as Dexter's river, was a swamp a short distance from Coonemosset pond, which point was the northeast boundary of the town at this time. The northern boundary ran from this point in a straight line to Chapoquoit Rock, known as Hog Island harbor. The present boundary lines of the town include much more territory.

In February, 1689, lands at North Falmouth were "granted to John and Ebenezer Nye, sons of Benjamin, of Sandwich," Daniel Butler also occupied lands near by, as appears by the deeds, and these purchases were north of and adjoining the north line of the town as defined above. The remainder of the lands extending to the present north bounds of Falmouth were purchased by the proprietors in 1704, and in August the proprietors voted that Ebenezer Nye, Philip Dexter, Benjamin Nye, sr., Richard Landers, Stephen Harper, Benjamin Lewis, son of James, Jonathan Hatch, jr., Jonathan Johnson, Nathan Rowley, Joseph Hatch, jr., Benjamin Nye, jr., Gideon Gifford, and William Johnson, "having formerly paid their equal part of the purchase of the last addition of lands called the new purchase, on the borders of Sandwich,—purchased by Thomas Bowerman and Wm. Gifford, as agents for said proprietors who were not of the ancient proprietors, shall have each of them their equal part and right in all the said lands with all the old proprietors that have paid, or shall pay, their part of said purchase of lands."

The bounds between Falmouth and Mashpee were determined April 5, 1725, and extended the town quite to its present limits. The northeast part was ordered "Lotted" June 3, 1712, by the proprietors, and April 10, 1713, was granted to "Lt. Jona. Hatch, Thos. Parker, Nathan Fish, Nathan Ronley, John Jenkins, Joseph Bourne, Joshua Bourne, John Dimmick, Benjamin Burgess, John Gifford, Ezra Bourne, Thos. Crocker, Richard Landers, Judah Butler, John Nye, Benj. Hatch and John Otis."

The first settlers had now been located, and, although not three-fourths of a century had elapsed since the fourteen pioneers landed between Fresh and Salt ponds, near the sound, the territory was sparsely inhabited, roads had been laid out, mills erected, and the church had been severed from Barnstable and permanently established. The stern integrity and patriotism of the proprietors is fully indicated by the following excerpt from the record of their meeting May 27, 1718: "Voted that that lot called the burying place lot and that called the meeting-house lot is for the meeting-house to stand on and for a training field, and for any other common use or uses as the major part of the proprietors shall hereafter see cause to put them to or any part of them. The burying place was staked down for the purpose of a burying place."

There are no records of the privations of these noble men who have bequeathed to the present residents and their progeny this Eden of the Cape. No doubt the old book of 1661-1699 would throw some interesting light upon the path of the historian and antiquarian. The primitive book had become so worn, its pages so intermingled with ear-marks for sheep, that in 1700 it was voted that the records of their

lands should be transcribed and recorded in their new book of records. The old book is quaint and hoary. Its title page tells the story, and that the town proceedings were intended to be transcribed: "To Record all mareidges births and * * * * and the markes of cattel and all that is ned full to be tacken out of the old boock and placed in this with all towne bisnes that concerne the towne but not landes. begins the 25 day of october 1700."

The proprietors' records of lands were transcribed to a new book in obedience to the order, and that book was used until 1805, or as long as the need remained. The old record, including the town proceedings prior to 1700, was lost or destroyed. To this copy, by the courtesy of Mr. Hewins, the town clerk, we have had free access for extracts. In their *quasi* judicial capacity the proprietors met from time to time, and the record of these meetings constitutes the proprietors' records. The importance of this quaint document is evident when the reader realizes that it contains the original surveys and allotments of the lands. Since 1700 records pertaining to the town have been kept in books apart from the proprietors' records, which, especially for the past century, are now being copied *verbatim et literatim* into large, strongly-bound volumes to be preserved in the ample fireproof vault of the town hall.

To save the crops from devastation every housekeeper was ordered, March 25, 1701, to "kill 6 old or 12 young blackbirds, or 4 jays, by the 15th of June next and deliver the same to the selectmen; in default thereof to pay 3s for delinquency."

Prior to 1700 lands were set apart for the support of the gospel. In 1708, October 10, the following residents of Falmouth, members of the Barnstable church, by request, were transferred: John Robinson and Elisa, his wife; John Davis and Hannah, his wife; Moses Hatch and Elisa, his wife; Thomas Parker and Mary, his wife; Joseph Parker and Mercy, his wife; Aaron Rowley and Mary, his wife; Anna, wife of Joseph Hatch; Alice, wife of Benjamin Hatch; Mary, wife of William Johnson; Hannah, wife of Benjamin Lewis; Lydia, wife of Samuel Hatch; Bethia, wife of Joseph Robinson. These with others soon organized a church here, the history of which appears elsewhere.

Taxation begins with civilization and only ends with the millenium. In 1705 an indignation meeting was held that voted a reconsideration of the vote of the previous year to raise the minister's salary. The taxes ordered had been assessed, and it was voted to pay the collector one-half the amount, to pay the county tax first, and the balance to the selectmen. Mr. Timothy Robinson was "appointed agent for the town, to apply to the Court of General Sessions for an abatement of what the court had assessed on the town."

As late as 1716 wild animals harassed the people. The town, with

Sandwich and Barnstable, had long ago agreed to pay its proportion of a bounty of twenty pounds for the head of each wolf taken. This year it was called upon to pay for two killed by Sandwich men. In 1790 one wolf only remained, as the records show. Sixty dollars was offered for his head, and the valuable depredator's career was shortened. Other trials vexed the people. Philip Dexter, who had been assisted in erecting a mill on Five-Mile creek (which received its present name from him), for the benefit of the town, and was to receive its benefits, was complained of in 1719 as taking excessive tolls. October 14th, the town appointed Ensign Parker and Timothy Robinson to treat with him. The records do not explain whether expostulation lessened the length or depth of the toll dish. When Dexter's mill troubles had been settled, others arose that required committees to adjust. The new meeting house about this time was completed, and some would have seats, some pews. The committee was authorized to "seat the house according to their best judgment, and it was ordered that the seats be chalked out, and bids received for the pews." Still later Timothy Robinson asked "permission to build a small gallery and pew over the front gallery," and Thomas Parker "petitioned for leave to build a small gallery for a pew over the men's stairs in the S. W. corner"; both of which were granted.

In 1728 the town was engaged in a lawsuit with Samuel Barker respecting a road he wished laid from his property to Little harbor. The controversy continued ten years, and caused much expense. The town employed Sylvester Bourne, Esq., to defend it in court, and as late as 1735 "voted that there is a sufficient open road for the use of the town and county to the ferry at Woods Hole and convenient landing already provided."

With the indomitable will possessed by the leaders of the town in civil affairs, their sense of justice in religious deliberations was illustrated by the admission of "Cuffee," the negro servant of Deacon Parker, into full communion in 1732. He was baptized, and was made sufficiently white to be fellowshipped by the brethren.

At the close of its first century other schools had been established, sufficient roads throughout the town had been opened, the sound along its southern shore supplied the needs of the people by its commerce. Many had departed this life, as the modest stones in the old graveyard attest, only to be succeeded by sons and daughters well fitted to successfully carry on the unprecedented progress so auspiciously ordained by their God-fearing ancestors. These sons fully proved their rearings at Bunker Hill and other scenes during the struggle of the infant colonies for independence, and Falmouth was among the first to respond with men and money. Captain Joseph Robinson and Messrs. Noah Davis and Nathaniel Shiverick were appointed a

committee of correspondence in October, 1774, and it was soon after ordered that every man between the ages of sixteen and sixty be furnished with arms and ammunition,—the committee of safety to call the town together in one fortnight completely armed.

Everything was provided, and a committee appointed "to see that the Continental Congress be adhered to." The exposed situation of the town was realized and a watch was constantly kept by the vigilant citizens. A town meeting was called to direct the purchase of cereals to be stored in a safe place to sell to those who might need and distribute to the poor when necessary. British vessels were constantly in the sound, and all intercourse with markets was cut off. The town needed its own forces for its defense; but sent, nevertheless, its required number into the continental army. In 1776 they resolved, as before, "to stand by the Continental Congress," not forgetting to perform civil and religious duties by purchasing five hundred bushels of corn for their poor. In May, 1781, the town petitioned the general court "for relief from the enemy infesting the coast;" but without avail.

The dawn of peace in 1783 was hailed with joy by the harassed people of the town, and the peaceful pursuits of life were commenced anew. In 1788 permission was granted to Shubael Lawrence to build a fulling mill at Dexter's river; and to encourage the success of the same it was voted "that said mill shall be free from taxation." In 1797 the people living on the north side asked permission to annex themselves to Sandwich, but it was voted "that the people of the North shore ought not to be set off."

The present century opened auspiciously to this people. The social and moral development was manifested by the opening of a poor home on Shore street in the village, which soon was supplanted by a very pleasant and substantial building, with ample surroundings, a short distance east of the village. Mayhew Baker has been its keeper for the past twenty years, and Lemuel Howland was his predecessor. There have been, and at present are, very few who must be thus fed by the generosity of the town.

The enterprise of the citizens was evinced in various channels. Shipbuilding was active along the shores of the sound and bay, whalers as well as smaller craft being built.

Among the industries closely connected with the dawn of this century, and one of importance, was the manufacture of salt. In this, the long belt of sea shore and the salt ponds within its borders gave the town superior advantages. Logs were laid out into clearer and saltier water, which by wind mills was pumped into vats and reservoirs on high ground, and there evaporated. The land between Salt and Fresh ponds was covered with sheds with revolving roofs to the

evaporating vats. At that early day the business was lucrative, salt bringing one dollar per bushel at the works. Ephraim Sanford, one of the later manufacturers, was wont to make trips to New York during the war of 1812, and could clear one hundred dollars on each trip. He had red sails to avoid notice at night. As among other enterprises of the day, those engaged in salt-making were captains John Crocker, Weston Jenkins, Elijah Swift and Silas Jones (father of the present bank president), who were succeeded by Ephraim Sanford, Captain John Butler, Knowles Butler and Davis and John Hatch; and among the late owners were Silas and Thomas Lawrence, John Dimmick, Nymphus Davis and Silas Davis. Edmund Davis was the last to carry on the business, and he continued until he found it more advantageous to sell out his site on the "Heights" for cottage lots. The business declined before the middle of the century, but was carried on to a limited extent as late as 1865.

Many of the people of Falmouth were wedded to the seas and the commerce of the world, in every department, had its hardy seamen, who, in the lonely night watch, turned his thoughts to this town as home; or here turned his steps when the cruise was finished.

Following the embargo act the large trade with the South was interrupted, and so broken up that its shipmasters turned their attention in other directions, greatly reducing and dispersing its commerce. The war that followed again unsettled the industries of these people and changed their pursuits. From its position the town was easily plundered, and was bombarded. Its men were on the alert and again demonstrated their devotion to the flag. One incident of a private character deserves mention. In 1814 Captain Weston Jenkins and others resolved to capture a British privateer that plundered the coasts. He, with thirty-two volunteers, a brass four-pounder and muskets, embarked at Woods Holl at night in a sloop, and rowed to Tarpaulin cove, where the *Retaliation* lay at anchor. After firing its long gun and seeing the sloop was anchored, a boat with the captain and five men proceeded to the sloop to take possession of the supposed, easy prize. The most of Captain Jenkins' men kept out of sight until the boat was alongside and made fast, when twenty-men arose with their muskets and captured its crew. Twelve men were put aboard this privateer's boat, the sloop was put under way also, and the privateer captured without resistance. The prize was brought in with its cargo, chiefly of plunder, and here landed. It had five guns, twelve men, and two American prisoners on board.

In the interval of peace Falmouth greatly increased in wealth and importance, and its sons, born in the interregnum of quiet and prosperity prior to the stirring scenes of 1861, are to-day its sterling business men. With the bombardment of Sumter its patriotism arose.

Many of its sons were at sea, but of men for its quota it furnished an excess of ten.

With increased facilities for the past quarter of a century, the town has moved into the first rank of those of the county. Its sons have gone forth to the far frontiers, to the distant seas, and to adjacent cities, always to honor their home by integrity and high-born principles.

On the 15th of June, 1886, the town appropriately celebrated the two-hundredth anniversary of its organization. The highest officers of the state, and its distinguished citizens from every clime assembled to do honor and return thanks. The proceedings of the memorable day have already formed a red-letter page in the history of the town and need no details here.

The prominence of this vicinity as a summer resort noticed at page 153 is steadily increasing and rapidly becoming the chief characteristic of the town.

The town house is worthy of the citizens, and is a model for beauty and convenience. It contains offices on the sides of the main entrance, a hall for town business and meetings below, and a fine large hall above equipped with stage, dressing rooms, a gallery, cloak rooms, a fine piano, and every convenience. The plans for the hall were accepted by the selectmen in April, 1880, the building was completed in 1881 and the grounds graded, at a total cost of about \$15,000. Prior to this the town assembled in a town house, erected in 1840, just west of the "Old Shiverick Stand," which was the first town house built here that was made separate from the meeting house.

A commanding part of the town is found at The Heights—a ridge of sandy loam extending southerly and abruptly facing the sound. It is about one mile east of Falmouth village and is famous as a summer resort. It has many cottages which give it the appearance of a village when seen from the sound. One building, towering above all others as a lookout and resort, was in 1889 converted into a place of worship, called "People's Church."

In the year 1876, \$14,000 was appropriated for the expenses of the town, \$4,000 being for common schools, \$2,000 for the poor, \$2,500 for highways, etc.; for 1889 the sum of \$32,460 was appropriated, \$6,000 for schools, \$3,500 for the poor, \$9,500 for highways, \$1,800 for projected roads, and the remainder to be absorbed in celebrating Memorial Day, paying salaries, high school expenses, etc. Could the original proprietors look in upon the town in these closing years of the nineteenth century, would they not point with warning to their vote rescinding a tax of £42 as too burdensome?

The foundations of the town having been laid in Christian principles, morality became a vital element in its history. Each successive

generation strove to perfect this element. In 1824 an elaborate organization, called the Sabbath School Union of Falmouth, was formed; and was actively engaged in and carrying on the good results of which will ever be felt. In 1830 a temperance committee was appointed and strong temperance resolutions were passed making the use of intoxicating drinks as a beverage a disqualification for church membership.

The mills of this date are not so numerous as earlier in the century, but are of greater capacity and of modern construction. One wind mill remains, and in different parts of the town may be seen the debris of those once important industries. Two water mills supply the want.

During the first half of the nineteenth century the middle-aged and younger citizens labored in the South, spending seven or eight months of the year in South Carolina, in their several avocations, and returning home for the summer months. Tradition says that prior to 1830 as many as six hundred of the enterprising residents of Falmouth made these annual visits. The industries have been greatly changed during the last half of the present century, new assuming the place of the old. Not until 1872 was a coal yard opened; then by Marcus Starbuck, a real estate broker. Two years later he sold the business to George E. Clarke, who in April 1888, sold to Rowland R. Jones & Co.

The improvement of the highways, stocking the ponds with other than native fish, and the best regulations possible for the public good regarding the catch of herrings, have been carefully adjusted by the selectmen. In 1854 the law was made to exclude animals from the roads, and officers are elected annually to enforce the rule. By the vote of 1854 pickerel were placed in all suitable ponds of the town, and have thrived. In 1865, "Voted that the herring of rivers of the town be allowed to pass up and down said rivers into the ponds unmolested, from 12 o'clock, noon, Saturday, to 12 noon on Monday each week, except that the herring in Coonemossett river be allowed from 10 o'clock at night to 5 in the morning of each day in the week unmolested in addition." This gives the poor herring of the Coonemosset far more privileges than in other rivers.

The selectmen keep the lines of the town and public places definitely bounded and plant granite monuments. April 11, 1871, they surveyed accurately and fixed permanently the bounds between Falmouth and Mashpee, supplementing them by those for Sandwich and Bourne. There is no doubt that if these selectmen could arrange a fixed line on the sound for the south bounds of the town they would have done so long ago!

At a period prior to 1877 the enterprising young ladies of the town took the initial steps for establishing a library, which is now very creditable and important. On account of the increasing demand for

the library, and to give sufficient room for the same, in 1878 the ladies were given the use of a room in the old town building. When the new hall was built a large room was assigned to them.

At the March town meeting in 1865, a committee of five was appointed to find evidence and make complaint against people who shall sell any intoxicating liquors within the borders, appropriating five hundred dollars to enforce the law, and allowing twenty dollars for every conviction. The records show no convictions, but the law is kept in force year by year; and the good people set their faces against all uncleanness and works of the evil one, even to giving bounties for the killing of every woodchuck, muskrat and chicken hawk that may willfully enter the borders of the town in quest of the grains or young poultry of the people.

The advent of a branch of the Old Colony railroad, in 1872, passing through the western portion of the town to Woods Holl, has greatly changed the tide of travel and the industries of the people. In wealth and prominence the town is second to none in the county; its assessed value for 1889 being over \$4,000,000. Many remain of the descendants of those sires who so prudently laid the foundation of the town. The records in 1886 gave the following names and numbers on the polls: Of Davis 35, Baker 22, Fish 22, Gifford 21, Lawrence 19, and from them came the only benefactor by bequest the town has had, Mr. Shubael Lawrence. Of the name of Hatch on the list there are 18, Nye 17, Robinson 17, Swift 16, Childs 15, Jones 13, Bowman 12, Phinney 11, Hamblin 10, Crocker 9, Fisher, Smalley, 8 each; Dimmick, Bourne, Studley, 6 each; Jenkins, Chadwick, Hewins, Edwards, 5 each; Shiverick, Eldred, Tobey, Burgess, Crowell, Baxter, 4 each; Green, Donaldson, Weeks, Wicks, 3 each; Lewis, Pease, Butler, Bearse, Bowman, 2 each; Bodfish, Sturgis, Dillingham, 1 each. There are other names, but these mentioned have been selected because they can be traced to the first days in most instances.

CIVIL LISTS.—When the plantation of Succonesset was incorporated as a town it was entitled to a deputy in the general court. In 1689 occurred the first election of deputies when, in December, John Robinson was elected. Governor Phipps, in 1692, required a representative from each town to the first great and general court under the new charter. This town sent Moses Rowley, who is the only representative named until 1735, when Joseph Robinson was elected, and served nine years at various times. Until 1857 the town was entitled to one or more representatives in the general court, at which time it was joined with Barnstable and Sandwich, as fully appears in Chapter V. Those who represented the town during the interval with the first year of each man's service and the number of years—if more than one—served, not always consecutive, were: 1736, Seth Parker, 6 years;

1741, Joseph Parker, 2; 1746, Thomas Shiverick; 1747, Rowland Robinson, 6; 1762, Daniel Butler; 1762, Thomas Smith, 2; 1773, Moses Swift, 3; 1776, Nathaniel Shiverick, 3; 1779, Joseph Dimmick; 1780, Samuel Bourne; 1788, David Nye, 14; 1799, Timothy Crocker; 1806, Brad. Dimmick, 8; 1807, Francis Wicks, 4; 1808, James Hinckley, 5; 1811, Thomas Fish, 21; 1812, Shubael Lawrence, 2; 1828, Elijah Swift, 12; 1834, Ward M. Parker, 4; 1836, Nathaniel Shiverick, 2; 1839, Silas Jones, 2; 1840, Ebenezer Nye, 3; 1844, S. P. Crosswell, 4; 1848, Knowles Butler, 3; 1851, David Lawrence, 2; 1853, Thomas Lewis, 2; 1855, Erasmus Gould, 2; 1857, J. T. Dillingham.

The internal affairs of the town have been administered by men as able as those chosen to participate in colonial or state affairs, and many have officiated in both. The important duties of the office of selectman have been performed by the following persons since 1700. The year of election and years of service, when more than one, appear: 1701, Thomas Bowerman, 4; Philip Dexter, 3; Mel. Bourne, 5; 1702, John Robinson; 1703, Richard Landers; James Lewis; Isaac Green, 2; 1704, John Davis, 2; Hope Lothrop, 5; 1705, Ebenezer Nye, 2; Timothy Robinson, 16; 1707, Joseph Parker, 7; 1709, Samuel Lewis, 6; Aaron Rowley, 2; 1711, Joseph Lothrop, 4; 1713, Moses Hatch, 2; Joseph Robinson, 5; 1717, Thomas Shiverick, 16; 1718, Nathaniel Davis; 1719, Joseph Crowell; 1724, John Bourne, 8; 1730, Elnathan Nye; 1733, John Jenkins, 3; William Weeks; 1735, Ebenezer Hatch; 1737, Rowland Robinson, 11; 1740, Thomas Parker, 8; 1744, Daniel Butler, 8; 1756, Joseph Robinson, 14; Nathaniel Nickerson, 7; 1759, Solomon Swift, 9; Seth Nye; 1760, Stephen Bowerman, 5; 1761, Moses Swift, 3; 1766, Joseph Wing, 9; 1768, David Crowell, 10; Timothy Crocker, 14; 1769, Samuel Shiverick, 3; 1774, Joseph Dimmick; 1775, Nathaniel Shiverick, 23; 1776, Benjamin Parker; 1782, Job Parker, 4; 1786, Joseph Hatch, 19; John Nye, 3; 1789, Paul Swift, 9; 1796, John Robinson, 2; 1798, Samuel Nye, 2; 1799, Samuel Shiverick, 4; 1800, Joseph Palmer, 3; 1802, Prince Gifford, 9; 1803, James Hinckley, 10; 1809, Solomon Green, 7; 1813, Thomas Fish, 20; Braddock Dimmick, 10; 1816, Philip Phinney, 9; 1823, Stephen Nye, 2; 1825, Timothy Nye, 20; William Gifford, 3; 1827, William Nye, 8; 1831, Daniel Swift, 7; 1832, John Robinson, 8; 1838, Barnabas Bowerman, 12; 1840, Knowles Butler, 15; 1849, William Nye, 13; 1850, Prince G. Moore, 14; 1851, David Lawrence; 1855, Nymphas Davis, 2; 1857, Silas Jones, 2; 1859, Thomas Lewis, 5; 1862, Silas Eldred, 2; 1863, Zenas Hamlin, 6; 1864, William Nye, jr., 5; 1866, Zenas Hamlin, 3; 1870, Thomas Lewis, jr., 6; 1873, Meltiah Gifford, 5; 1876, Silas Hatch, 15; 1881, Joshua C. Robinson, 10; 1885, T. H. Lawrence; 1886, James E. Gifford; 1887, Frank J. C. Swift, 4.

The town clerks have ever been charged with trusts of importance, doing the clerical work for the town government, and after a judicious

selection has been made the policy of the town seems to be to continue them in office. In the following list the succession of clerks, and the time of election, are given: 1700, Thomas Lewis; 1702, Philip Dexter; 1703, Thomas Bowerman; 1707, Meltiah Bourne; 1711, Timothy Robinson; 1715, Joseph Parker; 1724, Joseph Robinson; 1730, Moses Hatch; 1735, Thomas Shiverick; 1737, John Hammond; 1739, Rowland Robinson; 1740, John Bourne; 1750, John Crowell; 1757, Joseph Bourne; 1777, Joseph Palmer; 1780, Joseph Palmer, jr.; 1791, Job Parker; 1804, James Hinckley; 1813, Braddock Dimmick; 1823, Richard S. Wood; 1838, Charles W. Jenkins; 1845, William Nye; 1858, Thomas Lewis; 1884, William H. Hewins.

Another important office in the machinery of town government is treasurer. Formerly the office was separate, but since 1858 the duties of clerk and treasurer have been performed by the same person. These officers, with date of election, are as follows: 1701, Joseph Parker; 1708, Melatiah Bourne; 1710, Thomas Parker; 1718, Joseph Robinson; 1719, John Dimmick; 1736, William Green; 1744, John Bourne; 1745, Theophilus Dimmick; 1750, Rowland Robinson; 1757, Joseph Bourne; 1777, Joseph Palmer; 1780, Joseph Palmer, jr.; 1791, Job Parker; 1804, James Hinckley; 1813, Braddock Dimmick; 1823, Richard S. Wood; 1838, Charles W. Jenkins; 1845, William Nye; 1853, Charles F. Swift; 1854, William Nye, jr.; 1858, Thomas Lewis; 1884, William H. Hewins.

ECCLESIASTICAL HISTORY.—Traces of the Plymouth ideas underlie the public policy of the proprietors during the first century of this town's progress. Although the peaceful disciples of Fox early became an element in moulding public thought and modifying the tendencies of Puritanism, church and state were one. The affairs of religion and of the state were so interwoven that at town meeting for the election of officers, the preacher was also elected and provided for by tax. The support of the church was the first duty. The foundation laid by these fathers has been a strong one upon which to erect Congregational communities, but within the past century the Methodist and Episcopal adherents have increased to strong societies.

The first services of the First Congregational Church were held in what was a town house and meeting house, erected by the first settlers near the old burying ground in the southwest part of Falmouth village. In 1681 the court ordered the people and society of Succonesset "to set apart lands for the help and encouragement of the teaching of the Good Word of God." This was done in 1687, and in 1700 Samuel Shiverick was mentioned in the proprietors' records as having been here, for several years previous, preaching and teaching. He was dismissed in 1702. In August, 1706, Mr. John Gore was voted to be the minister of the town. If he came his stay was short; for May 19,

1707, Rev. Joseph Metcalf was called with settlement of "£160, 2 good cows and his wood, and to have a salery of £40, for the first three years." He died December 24, 1723.

In 1715 a new meeting house was to be built "on the same lot where the old one does and to be for the town's use in public worship and to meet in open town meetings." This was near the old grave yard, but the building was not completed till 1717.

Josiah Marshall accepted a call as pastor April 6, 1724, and was dismissed August 14, 1730. In February following they "Voted to treat with Mr. Samuel Palmer." From the settlement of the town until 1731, the ecclesiastical and civil acts of the town were recorded in the town books. Rev. Samuel Palmer on becoming their pastor, began a separate record. The following quotations are from it.

"Falmouth Church Records Continued from November 24th, 1731, on which Day Samuel Palmer was Seperated to the Work of the Ministry and ordained the Pastor of that Church. * * Containing Admission of Members, Administration of Sacraments, Dicipline, &c.
pr. SAMUEL PALMER, Pastor."

"Falmouth, 13th April, 1775, this day Died the Rev. Samuel Palmer, Pastor of this Church, in the sixty-eighth year of his age, and in the 45th of his ministry." After the funeral on the 15th the church appointed the 26th as a day of fasting, prayer and public religious exercises. On the 26th Thomas Smith, Esqr., was chosen moderator of the church and Timothy Crocker clerk, until a pastor be ordained.

"Apl. 30. Abraham Williams, of Sandwich, baptized two persons, and on the following day a committee was appointed to supply the pulpit with a minister. Revds. Gideon Holley, of Mashpe, preached once, and Mr. Zebulon Butler, eight times, and on July 3rd, 1775, the church voted at the house of the clerk to call Mr. Butler to be their pastor, *if the town concur*. Two weeks later Deacons Jos. Davis, Solomon Price & Bro. Samuel Bourn were made a committee to present this vote to Mr. Zebulon Butler, *provided the town concur with it*." Later, Timothy Crocker, as clerk, writes Mr. Butler at Nantucket of their choice, adding that the town has "concurred with the church in their choice as will appear by their vote of the 17th of July, 1775." Mr. Butler preached each Sabbath thereafter, and on August 19th in a formal letter accepted the call, expressing the hope he should ever have grace to prefer their spiritual interest to any temporal acquisition and "trusting to your generosity to make all necessary provisions for my comfortable support as God shall prosper you." His request for dismission was granted July 7, 1778.

From this time the records notice Solomon Read, Mr. Crosby (Crosberry), Gideon Holley, Josiah Cotton and Isaiah Mann as preaching for them until January 19, 1780, when Isaiah Mann was ordained, by

the assistance of Revds. Holley, of Mashpee, Shaw and Hillard, of Barnstable, and Alden, of Yarmouth, with their delegates. Rev. Isaiah Mann died April 20, 1789, in the thirtieth year of his age, and the ninth of his ministry.

June 12th following was observed by the church as a day of fasting and prayer, and on July 26th Henry Lincoln, from Hingham, began preaching, and on December 31, 1789, accepted the pastorate. He was ordained February 3, 1790, and dismissed November 26, 1823. In the time he received into the church 411 members. He died at Nantucket, May 28, 1857, aged ninety-two. He was succeeded by Rev. Benjamin Woodbury, who was ordained June 9, 1824, and dismissed September 19, 1833. He died in Ohio, in 1845. Rev. Josiah Bent was installed February 5, 1834, and dismissed February 21, 1837. During his ministry fifty-nine were added to the church. He died at Amherst, in October, 1839. Henry B. Hooker, D. D., was installed February 21, 1837, and dismissed June 16, 1858, when he was called to the important post of secretary of the Massachusetts Home Missionary Society. Rev. William Bates was installed June 16, 1858, and died September 10, 1859. Rev. James P. Kimball was installed June 2, 1860. Rev. Henry K. Craig succeeded, and filled the pulpit until his dismissal, October, 1888. Rev. C. G. Hill then was engaged as supply until October, 1889.

The meeting house of 1717 has been noticed as standing near the town burying place; but in 1749 the present square was laid out, on which a church building was erected. The vote was taken finally, after years of controversy, March 11, 1750, that "the new meeting house to be built shall be 42 feet square, and the present house used to build." The new church was unique in construction, plain, with sixteen windows of seven by nine glass on each side, which admitted all the light they needed—of that kind. It was fronted with a porch having three doors. The high pews would seem unsightly to the present generation, but the building served well the needs of the day, and in 1857 it was transformed into its present fair form, and placed where it now stands. In its tower swings the bell that was purchased for the old church near the burying place, and which is now in its third position, summoning the sons of those fathers to worship. Among the papers of the town is this:

"Boston, Nov. 30, 1796,"

"W. H. F. Lincoln }
Bo't of Paul Revere)

One church bell }
Weight 807 lbs, } @ 42, 338.94 cents \$

"Received payment by a note—PAUL REVERE."

A town conference was formed by the four Congregational churches, December 4, 1860, which meets alternately in the churches of the town. These union meetings have been productive of much good.

The Second Congregational Church was organized June 20, 1821. For twenty-five preceding years the people of Hatchville, or East End, had religious services, preaching being supplied by the First Congregational Church. During the latter years of that period there had been considerable dissatisfaction and "grievous disappointment in the First church," and as there was no prospect of a reconciliation, a large number of the members residing in the east end of the town, where a church edifice had been erected in 1797, petitioned for this organization, and accordingly May 24, 1821, the First church "chose a committee of five to inquire into the business and report." This they did, June 4, 1821, recommending that "the First church dismiss the said petitioners and by council organize them into the second Cong. church." Accordingly on the 20th of June, 1821, Reverends David L. Hunn, Josiah Sturtevant and Peter Crocker, with others in the capacity of an ecclesiastical council, proceeded to organize the petitioners into a church. Forty-one persons assenting to the doings of the council and signing the covenant as then propounded, the Second Congregational church entered upon its career. Benjamin Hatch was chosen deacon, and Sylvanus Hatch, clerk.

Silas Shores supplied the pulpit until July, 1822, when he was settled as pastor at the sum of four hundred dollars. He was duly ordained and installed July 31, 1822, and continued till June 17, 1828, when he was obliged to seek dismissal for "lack of pecuniary support." The church was then supplied three years by Melancthon G. Wheeler, and three years by John Hyde. Rev. Timothy Davis was installed pastor April 22, 1835, and dismissed June 5, 1836. Mr. William Harlow now supplied the church for two years. Rev. James D. Lewis was next called, and was installed pastor September 26, 1842, and dismissed December 7, 1846. During this pastorate the new confession of faith and covenant was adopted, but again changed in 1846. Mr. Silas S. Hyde was pastor from December 8, 1847, to June, 1851. Rev. O. G. Hubbard supplied the pulpit three months prior to his death, August 14, 1852. Mr. A. C. Childs was ordained May 18, 1853, and dismissed October 9, 1855. Rev. George Ford was installed May 21, 1856, and dismissed April 16, 1862. Rev. Edward Seabury was pastor from October 1, 1863, to May, 1869; D. H. Babcock from September, 1869, to May, 1881; David Perry from May, 1872, to his death, August 27, 1876. It was during the latter pastorate that a large and comfortable parsonage was built. Rev. Samuel Fairley was pastor from August, 1877, to his death, by drowning, August 19,

1881. Rev. S. Morrison was pastor from 1884 to 1888, when the present pastor, Reverend Thomas Bell, took charge.

Mr. Shubael Lawrence bequeathed to this society ten thousand dollars, the interest or income of which shall always be applied to the payment of the salary of a minister or religious teacher for said society, "*provided* that the society at their own expense shall within two years after my decease, turn their present house of worship gable end to the road—put a handsome steeple to the same, put up a bell of sufficient size—paint and keep the whole always in good repair, and forever keep the house standing at the head of the burying ground where it now stands." Mr. Lawrence dying March 18, 1841, the church and society immediately took measures to fulfill the conditions of the will, which were carried out at a cost of \$2,200, the dedicatory services taking place September 26, 1842. The burying ground behind the church was given by Mr. Ezekiel Robinson in 1796, the first grave being that of Mr. Jonathan Hatch, who died July 28, 1796, and the second, that of his father, Ebenezer, who died the same year.

The first mention in the records of the society bearing the name of Methodist is in 1809. Those of that faith were few, but through the labors of Rev. Erastus Otis a society was gathered in that year, which in 1811 was incorporated as The Methodist Society of Falmouth and Sandwich. The meeting for incorporation was held at Pocasset in June, 1811, it being then the most central and convenient. A meeting house was then erected by the society near the cemetery east of Falmouth village. Prior to the organization of the society those of the faith held their social meetings in Stephen Swift's kitchen; the first was January 8, 1807. Dr. Hugh G. Donaldson was a pioneer in the faith here until his death in 1812. November 20, 1829, William Nye deeded to the society a half acre, upon which the present edifice stands. Such names of pastors as can be unearthed are: Reverends Otis Wilder, 1839; O. Robbins, 1842; Benjamin L. Sayer and William Turkington, 1844; Hebron Vincent, 1845; J. M. Worcester, 1846; E. D. Trakey, 1848; B. Otheman, 1854; E. R. Hinckley, 1858.

The old book of records was lost, but tradition gives the names of Reverends M. Wheeler, Mr. Stetson and Mr. Gifford, to be added to the preceding ones, which are taken from an old record of membership. The records commence in 1870, giving the pastors as follows: E. S. Fletcher, 1870; C. G. Dening, 1873; G. H. Winchester, 1874; Henry W. Hamblin, 1875; E. M. Moss, 1877; Mr. Hayes and J. H. Vincent, 1878; W. I. Ward, 1879, who went to theological school, and W. L. D. Twomley filled the year; D. J. Griffen, 1880; Irving R. Lovejoy and W. C. Helt, 1881; J. M. Tabor, 1882; Thomas Simms, 1883; T. A. Johnstone, 1884; P. Perinchief, 1885; Albert G. Smith, 1886; Ernest Eldridge, 1887; C. K. Jenness, 1888; and Herman C. Scripps, 1889.

The Congregational church of North Falmouth was organized August 15, 1833, being composed of twenty-three members of the First and Second churches, who resided in the vicinity. The church edifice was dedicated November 1, 1833. The early members were Benjamin, Stephen, Ebenezer, John, Joshua, Shubael, and Charles J. Nye, and Rev. Paul Jewett. There were fourteen females, none now living, as members. Former deacons were Ebenezer, Joshua and Samuel Nye, the last survivor. F. G. Nye is the present clerk.

Rev. Paul Jewett was installed August 21, 1833, and dismissed June 25, 1834, since when there has been no settled minister. Among the preachers supplying the pulpit have been: Daniel D. Tappan, 1834; Gideon Dana, 1836; John Pike, 1837; Charles C. Beaman, 1841; Asahel Cobb, 1844; Lorain Reed, 1848; Nathaniel Cobb, 1850; Cyrus Mann, 1852; Mr. Weston, 1857; Levi Wheaton, 1858; Mr. Paine, E. W. Allen, Mr. Kilburn, and, since April, 1888, Rev. Mr. Woodworth, of Cambridge.

The Congregational church edifice at Waquoit was dedicated February 2, 1848, but the society was not organized until January 3, 1849. Its original members numbered eighteen, seventeen of whom previously belonged to the society in East Falmouth. They have never had a settled pastor. Rev. Spencer F. Beard labored as stated supply from October, 1848, to April, 1853. His pastorate resulted in the addition of thirty-two persons to the church. The successive supplies have been: Horace Pratt, from June, 1853, for two years; Rev. Anson Hubbard, from October, 1855, to May, 1856; Rev. Levi Little, for several months; Rev. Job Cushman, for a few Sabbaths; Rev. Elijah Demond, from October, 1859, to April, 1863; Rev. David Brigham, October, 1863 to 1870; Reverends James R. Cushing, Sayer, Wilbur and Burn from the Methodist Episcopal church at East Falmouth, to 1877; Rev. Samuel Fairley, from 1877, to August, 1881; Rev. Joshua S. Gay, from September, 1882, to March, 1885; Rev. Samuel Morrison, from April, 1885, to October, 1888; Rev. Thomas Bell, of Hatchville, for 1889.

The early Methodists at East Falmouth worshipped in the school house. The faithful band were served with preaching by Reverends Lambert, Otis, Hardy, Keith, Merrill, Paine, Binney, Haven, Bates and others. In later years the pastor at Falmouth village preached here. In 1852-3 Rev. Mr. Adams supplied, and in 1854, Rev. J. C. Allen. In 1855 Rev. Mr. Bennett, of Sandwich, supplied. In 1856-7 Rev. J. E. Gifford was stationed at Falmouth, preaching here once in two weeks. In 1858 the same gentleman, supernumerary, by request filled the desk until April, 1859, and the class was increased from nineteen to fifty-four. In 1859 a building committee, consisting of Captain John Tobey, Elnathan Baker, Alexander Clark and Andrew Baker, was appointed. Four hundred dollars, for the year 1859-60, was

provided for the preacher's support. Rev. Abel Alton was appointed here in 1859-60. The building was completed and dedicated November 30, 1859. The pastors since have been: Franklin Sears, 1860, 1861; Lawton Cady, 1862; S. T. Wallace, 1863, 1864; John S. Fish, 1865-1867; Franklin Sears, 1868; R. F. Macy, 1869, to March, 1870; Charles Stokes, 1870, 1871; John S. Fish, 1872-1874; Benjamin L. Sayer, from April, 1875, to fall of 1875, (he died March, 1876); William Wilbur supplied from November, 1875, to April, 1876; Richard Burn, 1876-1878; A. B. Bessey, 1879; D. J. Griffin, 1880 for six months, then Rev. H. W. Hamblin supplied for six months, and was appointed to the charge in 1881; John McVay, 1882; Nelson Whitney served for a time in the interim, ending with Rev. Mr. Sherman in April, 1888; Rev. James B. Washburn commenced his pastorate in April, 1888.

The Church of the Messiah at Woods Holl is a Protestant Episcopal church. It was the first religious society here. A wooden edifice was erected in 1853 by the people of the village, aided by donations from Falmouth village and elsewhere. The final payment of the expense of the building was made by Joseph S. Fay, who had also donated the site. The church was consecrated by the Rt. Rev. Bishop Eastburn, February 14, 1854, and was free of debt by the exertions of John L. Webster in obtaining subscriptions, and the generosity of Mr. Fay.

The first rector was the Rev. Thomas Brenton Flower, who resigned in the year 1862. After that the parish was without a minister until 1863, when the Massachusetts Church Missionary Society sent the Rev. John West to take charge of it. He was followed by the Rev. Mr. Robinson, of St. Mary's Church for Seamen in Boston, for one or two summers, and he by the Rev. Hiram Carleton, D. D., in 1871. Doctor Carleton gathered up the scattered flock and reorganized the parish in 1873, there having been no annual meeting, nor any wardens and vestry for several years, and it became comparatively strong and vigorous. The aid of the Diocesan Board of Missions was dispensed with in 1877. In that year the rectory was built and given the parish by Joseph S. Fay. Dr. Carleton resigned his charge in 1881, and was succeeded by the Rev. Charles McIlvaine Nicholson, who died in the year 1885. In 1883 the title of the church property was made over to the trustees of Donations of the Diocese, and the church was made a free church by vote of the pewholders, and in the year 1886, the present faithful and beloved rector, the Rev. Henry H. Neales, was elected, accepted the position and took charge of the parish.

On the 17th of September, 1888, the corner stone of a new church was laid, and the edifice was built on the site of the former one, by Joseph Story Fay, under permission of the vestry, as a thank-offering. The same generous donor remodeled the old church building into a

neat and convenient parish house, which was ready for use at the close of 1889.

Prior to 1857 regular services had been maintained at West Falmouth by the Methodist people, the ministers of the Falmouth church officiating on alternate Sabbaths. An organization was perfected in 1857. The first members, who were dismissed from the Falmouth church to form this, numbered twenty-two. A building committee was chosen, composed of Asa S. Tobey, Braddock Baker, Gideon H. Baker, Reuben Landers and Silas J. Eldred, who employed Alvin Crowell to erect a church, which was completed in 1857. The first pastor in the new church was Rev. Charles A. Carter, a former pastor in Falmouth and a supernumerary, who was sent as a supply, remaining two years; he also was pastor here in 1863-5. Others from Falmouth village, prior to 1879, officiated here, among them, Rev. R. H. Dorr, A. S. Edgerly, S. Hamilton Day, Moses Brown, Mr. Roach and Mr. Stephenson. Rev. J. S. Davis, a student, was a supply for two years prior to April 1, 1881; E. H. Hatfield succeeded for two years; and J. O. Dening, George M. Meese, William H. Sommers, J. C. Bell and Fred. L. Rounds successively officiated. Many of the preachers who have supplied this pulpit have been students at the time, and a salary of three to four hundred dollars has been paid each year.

The clerk of the society elected for 1889 was Andrew J. Hamblin. The records in past years have not contained full transactions of the doings of the society, which neglect was humorously rebuked by S. Hamilton Day when he wrote in the church book, and over his full name, this significant question: "What is the use of a church record if preachers in charge ignore its existence?"

The Methodists at Woods Holl united in worship with the Congregational Society prior to 1878, in the building called the "People's Church." The societies having increased, have held separate services since; the Methodists retaining the church which now belongs to them. On the fourth of July, 1844, the Methodist Episcopal Society was organized by twelve members of other societies and nine probationers. Trustees were elected and the following pastors have officiated: Revs. Richard H. Dorr, from July, 1884; J. B. Smith, from April, 1885; L. M. Flocker, from April, 1887; Henry Pearce, from April, 1888; C. E. Todd, from December, 1888; M. B. Wilson, from April, 1889.

St. Barnabas Parish, at Falmouth, had been a mission under the parochial care of Rev. Mr. Neale of Woods Holl, assisted by Charles H. Perry. On December 27, 1888, a church organization with the above name was organized, with E. Pierson Beebe, senior warden; Dr. James M. Watson, junior warden; and J. Arthur Beebe, Frank H. Beebe, and Dr. A. T. Walker, vestrymen. The rector, Charles H. Perry, was called on Easter Monday, 1889, and was ordained June 15th

following. He is a graduate of Williams College and of the Cambridge Divinity School. Ground has been purchased and a fine church edifice is being erected, which is to be a thank-offering from the Beebes. The corner stone was laid July 23, 1889.

SCHOOLS.*—Falmouth early gave attention to public education, although the early school records are fragmentary and sometimes ambiguous. The first record is: "The 6th day of August, 1701, the town of Falmouth assembled together, and it was then voted by said town, and agreed to, that we should look out abroad for a suitable and fit person to preach the word of God in this town to us; and to keep school for the good of our children." It would seem that schools were later neglected, for a meeting held February 17, 1713, "Made choice of Lieut. Moses Hatch to be the town's agent, to get off the town's presentment for want of a schoolmaster," and voted that Daniel Legg should be the next town schoolmaster. He was reelected at a meeting held March 22, 1715.

The first female teacher was employed in 1716. At a meeting held August seventh of that year, "Hannah Sargent [was] made choice of to be the town's School Dame this year with a salary of twelve pounds and diet." She was reelected in 1718. At this time the selectmen were appointed agents to contract with her, and to locate the school "at ye four quarters of ye town as they may agree." September 15, 1724, the salary of the school-mistress was "twelve pounds and diet, also the use of a horse twice in the year, that she might visit her friends." The whole sum raised for schools had increased to £22, 8s., in 1720.

At a town meeting held December 22, 1729, it was voted that the school remain half a year at a place, "the Town quarter having had their part already, the Northern quarter is to have a quarter more, after the date hereof and half a year at each part of the town for ye future, and until the town shall see cause to alter this agreement." The same meeting voted that twenty-six pounds be raised for the school this year, and for dividing the town into parts, nine shillings; for fetching the school into town, £1, 6s., to Thomas Shiverick. The salary of the teacher was thirty pounds in 1735, with a further allowance of five shillings per week for board. In 1737 and 1738 Joseph Pitts was the town schoolmaster, at thirty-five pounds salary, and moved from place to place, as the town saw cause. June 16, 1741, Nathan Lewis was agreed with to serve the town as schoolmaster half a year, at the rate of ten pounds a quarter, the town to find him diet. "At a town meeting held Apr. 13, 1742, it was voted that he who shall diet the schoolmaster from this time, shall have nine pence added of the last emission, to the former five shillings, which was agreed for his board a week."

*By Prof. S. A. Holton of the Falmouth High School.

Previous to 1745 the schoolmaster was elected in town meeting, but in that year Mr. Thomas Parker was chosen agent to provide the town with a school. Similar votes were passed in succeeding years, the number of agents being increased as new schools were established. We find in the record of a meeting held March 29, 1757, the following: "Voted the town to be divided from John Lawrence's running northerly by Cit Greene's to John Greene's and Reuben Giffords, those aforesaid houses included, and all ye inhabitants westerly to Woods Hole to have a school master, and agree for one and his board as cheap as they can, and such a one as shall answer ye law, and ye whole town to be rated and raise so much money as shall answer ye town for schooling and ye northerly and easterly parts of sd town to have not other advantage of such school but as they are rated to draw their proportion of money equal as they pay to their school or schools and as they shall think proper, and be obliged to put money drawn to that use." From this time the bounds of the districts were frequently changed and the number increased until there were nineteen.

March 4, 1763, a committee was chosen to procure some suitable person to keep a grammar school. January 22, 1767, "Voted to have two schools a man and a woman for ye schools." Previous to this time the grammar school had been suspended, and April 25, 1769, Noah Davis was chosen to defend the town in an action brought against it for this neglect. Noah Davis and Shubael Nye were chosen a committee March 15, 1779, to provide the town with a grammar school, which has continued to this time although for some years it led a wandering existence, being kept in the various parts of the town alternately.

By the close of the century the amount of money annually raised for educational purposes had been increased to four hundred dollars. At this time eighty citizens becoming convinced that better accommodations were needed for the schools, organized September 18, 1799, with a capital of \$592.80. At their meeting, October 1, 1799, it was voted that they and the Masonic society complete the outside of the building and lay the floors equally between them. Elijah Swift contracted to erect the building for \$675. Timothy Hatch was chosen to sign the contract for the proprietors and to oversee the work. An assessment of one dollar per share was levied for furniture. The rent for public schools was fixed at "Two pence on each scholar that goes per week through the district, exclusive of fire-wood." The master and mistress were to collect the rent and fire-wood from the scholars monthly. The rent was soon reduced to one cent per week. March 7, 1808, the districts had increased in number so that twelve agents were chosen as follows: Samuel Shiverick, Solomon Davis, Prince Athern, Solomon Lawrence, Bartlett Robinson, Benjamin

Hatch, Ebenezer Phinney, Nathan Ellis, Levi Landers, William Weeks, jr., and Barnabas Baker. It was voted that the agents act as school committee—the first mention found of such officials.

The educational system seems now to have been established upon a firm basis and to have continued with but slight changes until the year 1866, when several of the nineteen districts were united, and in the following year the town purchased the school houses and abolished the entire district system. Several new buildings were erected and schools were located where they still remain—at Woods Holl, Quissett, Falmouth village, West Falmouth, North Falmouth, Hatchville, Waquoit, Davisville, East Falmouth and Teticket.

In 1867 it became desirable to establish a high school and a committee was chosen to make arrangements with the trustees of Lawrence Academy, whereby the work is done in that institution. A new departure was taken in 1883 by a vote instructing the school committee to appoint a superintendent of schools. William E. Curtis was elected, and was soon succeeded by William E. Morang, Charles L. Hunt and William D. Parkinson, in the order named. Under the care of these gentlemen the schools have made rapid progress, the grading has been improved and a uniform course of study and system of promotions adopted. The present grading of the schools is as follows: Falmouth village, high, grammar and primary; Woods Holl, grammar, intermediate and primary; West Falmouth and Waquoit, grammar and primary each. In each of the other districts the entire work below the high school grade is done in one school. The amount of money appropriated for educational purposes in 1889 was \$8,550; For common schools, \$6,000; tuition of high school scholars, \$850; transportation of high school scholars, \$500; superintendent's salary, \$1,000; superintendent's traveling expenses, \$200.

The following is an extract from the first records of the Lawrence Academy; "at a meeting of gentlemen friendly to the erection of a building in Falmouth, suitable for the accommodation of a high school, holden at the Middle District School House, so called in said Falmouth, September 30, 1833. Chase R. S. Wood, Esq., chairman, and Knowles Butler, Sec., voted to chose a committee of three persons to draft the plan of a house, and ascertain the probable expense of the same." The committee consisted of John Jenkins, Harrison Goodspeed and Knowles Butler. These gentlemen attended to their duty, and their report was adopted. It was voted to fix the capital stock at \$2,500, divided in one hundred shares of twenty-five dollars each, and to proceed forthwith to erect and finish a school house in accordance with the report of the committee. This building was so far completed, that a meeting of the proprietors was held therein November 15, 1834, at which it was voted to invite Rev. Josiah Bent

to dedicate it, and to allow the free use thereof for a teachers' convention. This building, like the preceding school house, was for a time rented to the teachers, Miss H. F. Jenkins being the first to rent the upper part.

March 7, 1835, the institution was incorporated as the Falmouth Academy. R. O. Gardner served as principal for the first year; he was succeeded by Isaac Swift, who taught less than one year and was followed by Robert T. Conant. At a meeting of the proprietors held January 17, 1842, it was voted to accept a legacy of ten thousand dollars recently left to the institution by Shubael Lawrence, and to petition the legislature for permission to change the name to Lawrence Academy, and to make other changes as required by the conditions of the will. This petition was granted and the changes were made accordingly. Robert A. Coffin was the first principal after the change, but his term of service is uncertain. He was succeeded by Mr. Stephen C. Dillingham, who was teaching in the academy in 1847. He resigned in 1851, and was followed by Mr. Dodge and George Moore, who taught less than one year each. In 1852 George E. Clarke was elected principal, and held the position about eleven years, resigning early in 1863. The remainder of that year was filled by students of Andover Theological Seminary. The next principal was Dr. F. W. Adams, who served two years, and was followed by Rev. Charles Harwood for one year, and Mr. J. W. Cross for two years. In the fall of 1868 Prof. Lucius Hunt was elected, but after one year's service he accepted a position elsewhere and was succeeded by Watson S. Butler of Falmouth, who served one year, after which Professor Hunt was recalled and remained in charge of the school until 1881, when he was succeeded by the present principal, S. A. Holton, who had previously served for three years as assistant to Mr. Hunt in this institution.

In 1884 the building was thoroughly repaired and remodelled within. The antiquated furniture, most of which had been in use since the erection of the building, was removed, and its place supplied by that of modern style, thus fitting the building for the increased requirements of the present time. During the past year the grade of the school has been raised by the addition of one year's work to the course of study.

CEMETERIES.—Oak Grove cemetery is situated north of the village and is becoming a chosen spot for the departed. A meeting of those interested was held December 12, 1849, at the town hall, when Erasmus Gould, William Nye, jr., Thomas L. Swift, Silas Jones and Rufus Swift were appointed to choose a site and obtain subscribers to purchase lots. January 2, 1850, the report was made that a wood lot of over five acres had been purchased, adjoining the home of Ephriam

Sanford and twenty-four subscribers procured. The officers elected for one year, at this meeting, were: Oliver C. Swift, president; Aaron Cornish, vice-president; S. C. Dillingham, secretary; Samuel P. Bourne, treasurer, and E. Gould, William Nye, jr. and C. L. Swift, trustees. A constitution and by-laws were adopted. In 1851 O. C. Swift was re-elected president and held the office for many years, as did S. P. Bourne that of secretary and treasurer. The trustees had the management until March 27, 1877, after which the annual meetings were held and officers elected; Silas Jones, president, and George E. Clarke, secretary and treasurer. These efficient officers have been re-elected until the present, with William Jones vice-president. The present trustees are: William H. Hewins, Moses R. Fish and Charles H. Gifford. At the February meeting of 1886, George E. Clarke, Silas Jones and Solomon D. Robinson were appointed a committee to purchase additional land, and by their action the area has been doubled by tracts purchased.

There are eight other cemeteries in the town; the old proprietors' and the Methodist at Falmouth village; and one each at Woods Holl, West Falmouth, North Falmouth, East Falmouth, Hatchville and Waquoit. In these rest the ashes of those fathers and mothers so venerated by the present residents.

VILLAGES.—There are nine distinct business centers in the town, seven of which have post offices. Varied interests and advantages developed here, Falmouth, the chief village away from the town's geographical center, but it is easy of access from all parts of the town, and has advantages which will continue its growth and permanence. It is the principal village of the southwestern part of the Cape, and occupies a level tract nearly three miles in extent along the north shore of the Vineyard sound. It is pleasantly located with Marthas Vineyard, the sound, and a broad expanse of varied scenery to entrance the vision on the south, the range of hills that skirt the eastern shore of Buzzards bay on the west, and the level, highly-cultivated fields of the town on the north and east, producing a variety of pleasing effects that render it the chosen spot on the Cape for recreation and health. Its early settlement is contemporary with that of the town, as the first who came very naturally selected this as the "Promised Land," of which they were in quest. Clustering together in communities and villages, these early settlers as they advanced embodied in every settlement the four elements—church, school, town house and militia—resulting in an unprecedented progress in everything pertaining to religion, education, government and patriotism. The early population were indirectly from Saugus and Scituate, and directly from Barnstable, Plymouth and Sandwich.

The first entry in the proprietors' records, under date of Novem-

ber 29, 1661, is conclusive that in 1661 the lands of the site of what is now Falmouth village were occupied, and its history in its relation to the white race may be regarded as dating from that year. That Isaac Robinson erected one of the first houses, if not the first, upon the neck between the Fresh and Salt ponds is also established; and in addition Jenkins says: "At the lower end of Fresh pond there was some years ago an old rose bush, the only relic of an ancient garden, which according to tradition belonged to Isaac Robinson." Here occurred the first birth in the village or town, but of the exact date traditions differ; one is that the company arrived from Barnstable in 1660, and the first night after landing between Fresh and Salt ponds, while encamped, the wife of Jonathan Hatch gave birth to a son whom, she said, should be named Moses, because born among the flags; another is that the "family mansion" had been standing fifteen months at the time of the birth; but the fact of this being the first birth remains undisputed.

The general court enacted, in March, 1663, that "it be commended to the settlers at Succonesett to apply themselves in some effectual way for the increase of their numbers, that they may carry on things to their better satisfaction both in civil and religious respects." That the increase was rapid is already shown from the records of the court of July 13, 1681, which ordered that the people and society of Succonesett set apart lands, upland and meadow, "for the help and encouragement of such fit person or persons as doth or may be helpful to them in teaching the good word of God amongst them, and be in perpetuity for such an end successively." This order of the court was acted upon by the people June 6, 1687. The same year the road from Little harbor through Falmouth village to the Five-Mile river was ordered to be laid out by the proprietors, to be forty feet wide. This is now Main street. According to the town records of 1703, it "was voted to pay John Robinson 2d for nails and Thos. Bassett 4s. for work about the town house." This is the first intimation of the existence of such a building; but had no meeting house been yet erected? It was the memorable custom of the people of that day to have a town house for schools and meetings, and such a primitive building, no doubt, had been erected. That this town house of 1703 was used as a meeting house also is evident by the vote of October 16, 1704, to procure "window shutters for the 4 lower windows of the meeting house." In 1715, "it was voted to build a new meeting house 42 feet square, to stand on the same lot where the old one does and to be for the town's use in public worship and to meet in open town meetings." This first town house, or village hall, in Falmouth was located near the cemetery; in the western part of the village, where subsequently the new meeting house was commenced in 1716, and completed in 1717. The

site for this second building was defined in 1716, as laid out in connection with the burying ground.

The present green, so beautiful in its triangular bounds, was laid out October 6, 1749, and included, on the north side, the strip of land between the present green and a line that extended from the old Shiverick House, next west of the Continental shoe store kept by G. W. Jones, passing in the rear of the present Congregational church, to and in line with the street upon which Mrs. Sarah P. Lawrence dwells. The present common was taken from the north side of this meeting house lot and training ground that had been laid out in common use to all; and the past pages will show that, including the original town house for a meeting house, the present Congregational church is the fourth place of worship on those grounds. The proprietors reserved the present square as part of the old one, when, on October 6, 1749, they "agreed that there should be part of that lot of land called the meeting house lot & training field, about one acre and a half besides the road that leads to Woodshole & bounded Southerly by Samuel Shiverick, and westerly by Silas Hatch Northerly by Nath'l Nickerson & easterly by Paul Hatch & Sam'l Shiverick, to lay perpetually forever to that end, as the fence now stands, except before Paul Hatches house."

As the growth of the village called for its territory, the remainder of the old square has been sold off by the proprietors until the old cemetery only remains.

In the action of the town June 6, 1687, land was voted for the help and encouragement of teaching the word of God, which lands, among others, are west of Bowerman's pond, now included in the village. The importance of this village in the beginning of the present century led, in 1805, to the building at the foot of Shore street of a wharf, which was washed away by the gale of 1815. The present stone wharf was built in 1817. In those days the ferries and water ways of business were of great import; but railroad facilities have turned the tide of shipments, and the tide of the sound has demonstrated to the present generation that even granite monuments are not imperishable. It was the demand for the guns captured by Captain Jenkins at Tarpaulin cove and the refusal, in 1814, that brought the British frigate *Nimrod* near the foot of Shore street, where anchorage was made and the village bombarded by her guns. The old Congregational church, the large house on Shore street now owned by E. E. C. Swift (then occupied by Captain John Crocker, and thought to be the governor's residence), the residence now occupied by Mrs. Sarah P. Lawrence, the residence now occupied by Charles M. Dimmick, near Hotel Falmouth (then occupied by Ichabod Hatch), and the house

occupied by Mrs. Dillingham, just west of the livery stable of H. C. Lewis, were the buildings most injured by the bombardment.

In 1800 the public building designed for a town hall, a school-house, and a Masonic lodge was offered by the proprietors, and its use was accepted by the Masons, who were wont to assemble in the kitchen of Captain Stephen Swift.

Marine Lodge received a charter in March, 1798, on the petition of Frank Wicks, Hugh Donaldson, Richard Bunker, Joseph Webb, John P. Caswell, Robinson Dimmick, Isaac Parker, Prince Hatch, Davis Swift, Timothy Crocker, jr., James Wing and Lewis Parker. The first meeting of the lodge, March 26, 1798, approved of Silas Jones and Stephen Swift for initiation, and appointed Hugh Donaldson, Frank Wicks and Joseph Webb a committee "to frame a set of by-laws, and to hire a chamber and get it fitted up for the reception of the lodge as soon as possible." May 2, 1798, the by-laws were reported and adopted and the following officers elected:—Frank Wicks, W. M.; Hugh Donaldson, S. W.; Richard Bunker, J. W.; Frank Wicks, treasurer; and H. Donaldson, secretary, pro tem; James Wing, tyler. August 18, 1799, Elijah Swift was elected master; and September 7, 1803, Frank Wicks was installed to the office, with Samuel Shiverick, S. W., and Lewis Parker, J. W. In 1804 Frank Wicks was reelected master, and in September, 1805, Major Hatch succeeded him. August, 1806, Joseph Percival was chosen master with Major Hatch in the West, Thacher Lewis in the South, Samuel M. Dewey secretary, and Weston Jenkins, treasurer. The following were successively elected masters: 1808, Francis Wicks; 1809, Timothy Parker; 1820, E. Swift; 1823, Job Parker; 1824, Dr. Aaron Cornish, who held the office continuously to 1831 inclusive. In April, 1806, the lodge voted to paint the hall, get chairs and pay for one half of a bell. During the Morgan excitement this lodge suspended work and surrendered its charter. In the interim a lodge of Odd Fellows was organized, which flourished for a few years. In 1856 a sufficient number of the previous members of Marine Lodge petitioned the Grand Lodge of Massachusetts for the return of the original charter, which was granted and the lodge resumed work. The masters have been elected and served as follows: 1856, G. W. Swift; 1858, George W. Donaldson; 1859, Benjamin F. Tucker; 1861, William Hewins; 1870, Erasmus Gould; 1872, J. C. Robinson; 1874, A. P. Sturgis; 1877, Charles E. Davis; 1879, W. H. Hewins; 1882, Charles E. Davis; 1883, George W. Fish; 1886, Browning Fish; 1887, Prince D. Swift. D. L. Powe is the present secretary. The first lodge building is the one now occupied and owned by the fraternity, the post office store and lodge rooms have been remodeled and modernized.

Associate Lodge, I. O. G. T., was organized March 28, 1887, with twenty-two charter members. The first presiding officer was Seba

A. Holton, succeeded by C. S. Newcomb. The chief templars since have successively been: D. R. Jarvis, G. R. Johnson, George E. Clarke, G. R. Johnson and G. A. Merithew.

Among the older industries was a glass works at the foot of Shore street prior to 1850. It was a plant of considerable importance, costing \$25,000 or more, with steam engine and proper fixtures. Aaron Cornish, John Jenkins and Stephen Dillingham were interested; the latter removed some of its buildings to West Falmouth for the oil-cloth works. Even shipbuilding was at one time a village industry. In 1812, Elijah Swift built a vessel in front of his house—where Stephen Cahoon now resides—and launched it at the foot of Shore street. The vessel was of sixty-five tons burden, and he brought together the same number of yokes of oxen from the surrounding country to haul the vessel to the beach.

The Falmouth Bank was established in 1821. The capital stock of \$100,000, represented by a thousand shares, was subscribed by eighty-three persons, of whom the fifty-three who were then residents of Falmouth were: Elijah Swift, Ward M. Parker and Thomas Swift, who took one hundred shares each; Shubael Lawrence, who took forty shares; Nathaniel Shiverick, jr., Weston Jenkins, Oliver C. Swift, Lewis W. Calot, Elisha P. Fearing, Nathaniel Lewis, John Jenkins, Braddock Dimmick, Barney Marchant and William Bodfish, who took from ten to twenty shares each; John Lawrence, Samuel P. Croswell, Peter Price, Knowles Butler, John Hatch, jr., Henry Dimmick, Mayhew Hatch, Major Hatch, Abner Hinckley, John Robinson, Robinson Jones, Shadrack Lawrence, Ephraim Sanford, Prince Jenkins, Ephraim Eldridge, Bariah B. Bourne, Simeon Harding, Charles Swift, Silas Swift, Joseph Swift, John Swift, Davis Hatch, Walla Robinson, Henry Robinson, Joseph Robinson, Rowland Robinson, William Bradley, Silas J. Eldred, Solomon Davis, Parnel Butler, Sarah Lewis, Moses Hatch, Micah Sampson, Thatcher Lewis, Silvanus Hatch, Charles Lawrence, Calvin Robinson, Peter Lawrence and Prince Weeks, who took from one to eight shares each. Ward M. Parker was the last survivor of all the original people connected with this bank. David Crocker & Co., of Barnstable, took five shares, eleven Boston men took one hundred and ninety-five shares, and the remaining one hundred and fifty-one were taken by nineteen other residents of Massachusetts, three of whom were of Sandwich.

The first meeting of stockholders was held April 7, 1821, when Elijah Swift, Thomas Swift, Shubael Lawrence, Braddock Dimmick, Weston Jenkins, Nathaniel Lewis, Elisha P. Fearing, Nathaniel Shiverick, jr., and Samuel P. Croswell were chosen directors. These chose Elijah Swift president and S. P. Croswell cashier. Mr. Swift resigned before his death, which occurred January 9, 1852. In 1843,

October third, the second president, John Jenkins, was elected. He died in 1859, and Oliver C. Swift was the third, until his death in January, 1874; Erasmus Gould was the next president, until his death in 1881, when, on January 12th, Silas Jones, the present head of the bank, was elected. The second cashier was Samuel P. Bourne, from 1843 to 1873. The third, George E. Clarke, was chosen in July, 1873, and was succeeded in May, 1889, by George E. Dean. The bank assumed the character and charter of a national bank May 25, 1865, numbered 1320, and renewed its charter at the expiration of twenty years, in accordance with the laws. It was the first in point of time, and has always been one of the most conservative banks on the Cape. The present directors are Silas Jones, Charles E. Davis, Lewis H. Lawrence, Thomas H. Lawrence, William F. Jones, Ward Eldred and Alexander M. Goodspeed.

The influx of travel from the Plymouth colony and the towns of the Cape on the north, as the pioneers sought other settlements in this region and at Marthas Vineyard, early called for places of entertainment. These places have consecutively been designated as ordinary, inn, tavern and hotel. As early as February 7, 1664, Isaac Robinson was "approved and allowed by the Court to keep an Ordinary at Succonesset for the entertainment of strangers—in regard that it doth appear that there is a great recourse to and fro to Marthas Vineyard, Nantucket, etc., and that hee be provided with provisions and Necessaryes for that purpose, likewise he is to keep good order in his House that no damage or just harme befall him by his negligence." Thus it would seem that the Puritan fathers made the entertainment of the stranger a matter of public concern. In 1746 the proprietors adjourned to the inn of John Bourne in the village. At an early date of the present century Samuel Shiverick kept an inn in the house next west of Jones' Continental shoe store; also, about 1800, when the wharfs and business was active at the foot of Shore street, Elisha Gifford, a bachelor, kept a tavern in the last house of the street, on the corner near the wharf, now the summer residence of William B. Bacon. His sign was unique, bearing a ship and a seaview on one side, on the reverse a stage arrival. The packets and stages made his a lively place. The old sign swung on Hotel Falmouth for a time as a legend of the past, but has been consigned to the garret by the improvements of the day. H. C. Lewis, of this village, still preserves, among other mementoes of the time, the signboard that his father, David Lewis, swung in front of the present residence in 1812, when, in the then new house, he opened his tavern, which was continued until about 1850. Prior to this the old building that stood on the vacant lot, the corner west of and adjoining the residence of George W. Jones, was a tavern. It was on the first laid-out public road and conspicuous in its

day, having been built in the past century. The last landlord was Shubael Hatch, familiarly known as "Little Shube" in 1812.

The only hotel here now open all the year is Hotel Falmouth—a well managed house on the modern American plan—which is also fairly patronized by the summer visitors. The building in its older parts is somewhat historic, having been built by Stephen Dillingham, a Quaker merchant, who kept a store in it several years. His brothers, Reuben and Abram, and Jonathan Boyce, a brother-in-law, were interested in the business with him. This firm was succeeded by a Mr. Rogers as assignee, who was followed by John and Knowles Butler. Reuben E. Swift kept this store later and run, as his father Ezekiel had done, a packet from Falmouth to New Bedford. The next merchant at this corner was Benjamin P. Swift, who was succeeded by Albert Nye, then residing in the house he built where Captain John R. Lawrence now lives. The last merchant at this point was Meltiah Lawrence, who sold the property to James W. Baker, and he in 1872 remodeled the building and opened it as Baker's Hotel. When his white stage coach met the passengers at Falmouth station on the first train from Boston in 1872, the date was marked with red in the landlord's calendar. The Hyannis Bank, as mortgagee, controlled it next, with Elihu H. Davis as tenant, and in 1880 Henry C. Lewis became the owner, and changed the name to Hotel Falmouth. The next landlord, Sylvanus F. Dimmick, who purchased it in the spring of 1881, had married Erasmus Gould's daughter, added the east wing and the south annex; but his short career was harrassed by the spectre of six per cent., and whatever title he had was passed to the present proprietor, George W. Fish, in October, 1886.

The old landmark, the Suconesset House, owned by E. E. C. Swift, has recently given place to the new Episcopal church.

The water route along the sound served until the advancement of the town required more direct and immediate connection with the portions of the county north, when a stage route was opened between Sandwich and Falmouth. It was very limited prior to 1828. A tri-weekly stage carried the mail and did the errands between Sandwich and Woods Holl, touching at intermediate points. The old route at that time was down through the woods to Falmouth. In 1832 William Hewins took the line, driving daily by the way of North and West Falmouth, to Falmouth and Woods Holl, along the bay road; then the eastern part of the town was served by a tri-weekly stage and mail from Falmouth. Mr. Hewins' business increased and continued until the advent of the railroad in 1872. Two daily stages from Waquoit via East Falmouth to Falmouth, now supplies that portion of the town with mail and passenger facilities.

The early mails were received from New Bedford, the vessels

touching at the foot of Shore street and later at Woods Holl, at which time the mail was carried to the Vineyard by sailboat. Old residents well remember Joseph Ray (colored) who carried it by sail to the island in 1824, 1825. The unfortunate carrier preceding him was drowned. The Falmouth post office was established, with Jonathan O. Freeman as postmaster, January 1, 1795. In the following September Joseph Palmer was commissioned and served until April 1, 1809, when James Hinckley took the office to an old building opposite the corner of the square. The building was moved to Oliver Swift's premises and is now doing service as part of Mark Gorey's residence. Charles Stanford was postmaster in the same building nine years, from June 27, 1812, and was succeeded by Richard S. Wood in a building now owned by Sophronia Wood on the Richard Wood estate. May 7, 1832, Samuel P. Croswell had the office in the present bank building. From March 27, 1837, Frederick Davis, for many years a leading merchant here, was this important official, in the building now occupied by Solomon L. Hamlin's store. Obed Goodspeed succeeded Mr. Davis in July, 1849, at the same place. Richard S. Wood was again appointed, June 13, 1851. Joshua Jones succeeded Wood prior to 1861, in the Burgess store building. Under President Lincoln's administration, in 1862, Thomas Lawrence was appointed, who was followed by Joseph Burgess and H. F. Robinson in succession. In 1885 E. E. C. Swift was appointed and removed the office to the Masonic building, which is the same re-modeled that was offered the lodge by the selectmen long ago. Mr. Swift was succeeded October 12, 1889, by George W. Jones.

The earliest stores were primitive, keeping the needed merchandise which came in vessels. Late in the past century and early in this, Dea. Braddock Dimmick, Nathaniel Shiverick and Major Hatch had stores—places of as much relative importance then as are the fashionable bazaars of the present. David Lewis opened a store in the wing of his house in 1812, and the snuff jar, with other furniture, is on the shelf as of old, preserved by his son, H. C. Lewis. Silas Jones was a merchant of the time. Charles Bourne built the store on the west corner of Main and Shore streets, prior to 1822. He failed and was succeeded by his kinsman, Silas J. Bourne. Joseph H. Starbuck used it as a tin-shop; a Union Store Company occupied it two years, Meltiah Lawrence, William Lawrence, Frank Bourne, Edward A. Gould and George C. Clark, occupied it. W. C. Davis erected his furniture store here in 1889. E. Packard erected the store where S. L. Hamlin now has a large store and was succeeded, about 1820, by Charles Wilcox and Frederick Davis. Very early also was a store near the square, in the building occupied by S. L. Hamlin; as early as 1815 Weston Jenkins was there, and was succeeded by Charles and John Jenkins, who

were very prosperous. Francis Shiverick and Richard T. Wood succeeded the Jenkins' family in the same place. Joseph Croswell had a store south of the square, which was moved across and below, and was kept, prior to 1848, by Bartlett Holmes, who sold out to open business in the Jenkins store. In 1867 W. H. Hewins commenced in the old Jenkins store, now a branch of S. L. Hamlin's, where Mr. Hewins continued seventeen years when, in 1884, he removed to his present fine double store near the Town Hall. Charles McDermott, the contractor, came first to Falmouth in 1871, as foreman on the construction of the Woods Holl railroad. He is largely engaged in grading and road building in and about Falmouth.

Henry F. Gifford has preserved among papers of historical value, a copy of the *Nautical Intelligencer*, of December 24, 1824, printed here, which contains very interesting references to the business and customs of that time. John Jenkins was a liberal advertiser, deeming it important to notice a fresh supply of "Staple and fancy Dry goods, Hardware & Groceries, which he is selling at very low prices." His dry goods list included "green bockings, figd & plain Bombazetts, Sea Island Shirtings, bl'k Levantines, Synchronaws & sarsnets, Taffeta ribbons, Silk buttons, Valencia, Swans down & bl'k. Fancy Silk Vestings, Fur trimmings, factory Gingham & 5/4 bleached sheetings." His hardware list included shaving brushes, iron table and tea spoons, writing paper, quills and ink powder, bed screws and table hinges, door plates and sad irons, iron knitting pins, padlocks and sleigh-bells.

Frederick Davis, one of the leading merchants of the time, advertised still more extensively. His "general assortment of seasonable goods of recent importations, offered at reduced prices," included a detailed list of dry goods, hardware, groceries, glass and crockery ware. His store was where Captain S. L. Hamlin's principal store is now located.

Friend Stephen Dillingham had "just received from New York an additional supply of fall and winter goods, which he offers for sale on very reasonable terms." His list, one-fourth column in fine print, mentions dry goods, hardware and crockery. His grocery list mentions merely molasses, sugars, tobacco, etc. Other advertisers included under groceries, West India and New England rum, cognac, brandy, Holland and American gin, Jamaica and St. Croix rum, Maderia, Lisbon, Mallaga and real Port wines, cordials, coffee and corks, and headache snuff.

The editor of the paper offered cash for cotton and linen rags, and notified his subscribers who were to pay in wood to bring it. He wanted a post-rider to deliver the *Intelligencer* through North Falmouth, Pocasset, Monument and Sandwich on Friday mornings, and another "to go through Cotuit Village to Hyannis on the same day." Lewis

W. Calot, as librarian, called a meeting of "The members of the Falmouth Library Society for special business, on the 7th of January at 6 o'clock P. M."

The post village of Woods Holl is on the south and southwest boundary of the town, extending between Buzzards bay on the west and the waters of the sound on the east. In early days the name terminated with an *e*, but as the location assumed importance, its friends assisted its good name by adopting the Icelandic "Holl," which is thought to be more in harmony with the characteristics of the village.

It has good harbors, known distinctively as Great and Little, securely sheltered, where a haven can be found for vessels of the larger class. Its settlement immediately succeeded that of the northern portion of the town.

The lands in the vicinity of Woods Holl being taken up July 23, 1677, were divided into lots of sixty acres upland to a share, with meadows; this had been secured from the natives, and was in extent from Great and Little harbors along the coast to Five-Mile river, and probably north to Quisset. The lots were commenced at the south end of the Little neck, running northwesterly to Great harbor; parallel to these, twelve other lots were laid out, each seven rods in width, and assigned to Moses Rowley, sr., Joseph Hull, Thomas Griffin, John Robinson, Samuel Tilley, Nathaniel Skiff, Thomas Johnson, William Gifford, Thomas Lewis, John Jenkins, Jonathan Hatch, sr., William Weeks and Thomas Ewer. Each also took ten acres in Great neck. The records describe these lots as follows: "The first lies in the neck,—being on the foot-path that runs through the neck, and S. E. toward the sound; then three lots lying contiguous; then six lots on the E. side of Little Harbor,—the first runs E. by N., 4 score long and 20 rods broad, and on that range lies six lots, the last joining to the Dutchman's pond; then three lots at Nobsque Point,—26 rods broad, running to the pond, and also to the sea; the 12th lot being 20 rods broad and 4 score long; the 13th lies beyond Ackapasket and butts on the sea."

An Indian deed, bearing date January 15, 1679, signed by Job Notantico, confirms to these early proprietors of Woods Holl the land title. A blacksmith was greatly needed at this time, and the proprietors "laid out twelve acres of upland with the marsh thereabouts," and appropriated it to encourage a smith to settle among them—an inducement which, no doubt, was the means of bringing the desired result.

The first public road of the town was laid out in this little village from Little harbor to Thomas Johnson's land, to Joseph Hatch's land, and so on through to Five-Mile creek.

The first important impulse toward developing a village here was derived from the salt industry. Salt was made on the east of Little

harbor, where the Episcopal church now stands, on the north end of the harbor and in the northwest angle of Main and School streets, extending as far north as the present school house. The store-house for the salt was on the site of Benjamin J. Edwards' present residence. Other evaporating vats are remembered on the west side of Little harbor and on the hill by the Dexter house. The names of Ward M. Parker, John Parker, Ephraim Eldridge and Jabez Davis are associated with this industry.

Woods Holl attained to some prominence as a shipbuilding and whaling station early in the century. Elijah Swift, who had formerly built pine whalers at Wareham, began in 1828 his career at Woods Holl. Solomon Lawrence, father of Captain John R. Lawrence, was the master builder. Of all the men employed in building and equipping these vessels, only Christopher G. Bearse and Sanford Herendeen survive. The last ship built here was the *Elijah Swift*, a merchantman. Among the smaller craft, of more recent date, were two merchant schooners built for Joseph S. Fay, and the fishing vessel *Aurelia*, built by Thomas Robinson and Jabez Davis for Harwich parties.

The brig *Sarah Herrick*, sailing June 17, 1820, was the first whale vessel from Falmouth. Her voyage in the Atlantic was for one year. She returned laden with three hundred barrels of sperm.

In December, 1821, the ship *Pocahontas*, of 350 tons, which was built that year at Falmouth, began a voyage of thirty-three months under Captain Frederick Chase, and brought home two thousand barrels of sperm oil. The next year, 1821, the schooner *Salome* sailed, and in 1825 the *Pocahontas* sailed in May for the Pacific, and in 1827 returned with 2,100 barrels sperm. Her next voyage, until October, 1830, was under Captain Charles Swift, in the Pacific, from which she brought in 1,700 barrels sperm.

The ship *Uncas*, 400 tons, was built at Woods Holl in 1828, and sailed under Captain Henry C. Bunker, November 17th, for the Pacific, returning July 15, 1831, with 3,468 barrels sperm. Her next voyage under the same captain was four years, yielding 2,900 barrels sperm.

The *Awashonks* was built at Woods Holl in 1830—a ship of 355 tons—and sailed for the Pacific, November 6th, under Captain Obed Swain, arriving home three years later, with 2,000 barrels sperm.

The bark *Brunette*, 200 tons, Captain Cottle, sailed in January, and in May, 1834, reached home with 800 barrels sperm.

Captain Joseph Swift sailed with the *Pocahontas* to the Pacific in 1831, returning April 23, 1835, with 1,700 barrels sperm.

In 1832 the *Bartholomew Gosnold*, 360 tons, was built at Woods Holl and sailed November 29th, Captain John C. Daggett, and in August, 1836, brought home 2,200 barrels sperm.

The *Awashonks* sailed again December 28, 1833, under Captain Prince Coffin to the Pacific, where he with his first and second mate and four men were killed in October, 1835, by the natives of Namarik. The vessel was brought home by the acting captain, Silas Jones.

In January, 1833, the ship *William Penn*, 370 tons, built the previous year at Hog Island harbor in West Falmouth, sailed for the Pacific, under Captain John C. Lincoln, and arrived home April 29, 1836, with 1,200 barrels sperm. Her first mate and the crews of two boats were captured by the natives of one of the Navigator islands.

In November, 1834, the bark *Brunette*, Captain Fisher, returned from a short voyage of six months with 60 barrels of sperm, and sailed again the following May under Captain Cottle, arriving home February 25, 1837, with 700 barrels sperm.

In 1835 the bark *George Washington*, 180 tons, was bought from New York, and under Captain Consider Fisher sailed for the South Atlantic on November 24th, returning two years from the following April, with 60 barrels sperm and 400 barrels of whale oil.

October 31, 1835, the ship *Pocahontas*, under Captain Joseph Swift, returned to the Pacific, arriving home with 1,200 barrels of sperm in January, 1838, after which she was sold to Holmes Hole.

Under Captain Uriah Clarke, the ship *Uncas* sailed for the Pacific ocean August 2, 1835, arriving home with 1,800 barrels sperm and 1,000 barrels whale on April 9, 1839.

In 1836 the bark *Popmunnett* was built, 200 tons, and sailed for the Atlantic July sixth, under Captain Stanton Fish, arriving home with her captain sick and 90 barrels of sperm, November 29th.

Captain Rufus Pease, in charge of the ship *Awashonks*, sailed for the Pacific August 22, 1836. January 24, 1840, she arrived home with 2,500 barrels sperm.

October 8, 1836, the ship *William Penn* sailed for the Pacific, Captain Russell Bodfish in charge, reaching home May 28, 1841, with 1,300 barrels sperm and 370 barrels of whale oil.

In October, 1836, the ship *Hobomok*, Captain Henry C. Bunker, sailed for the Pacific, returning home after three years with 2,000 barrels of sperm and 1,000 barrels of whale.

Captain Elihu Fish sailed with the ship *Bartholomew Gosnold* for the Pacific November 17, 1836, returning home September 19, 1839, with 700 barrels sperm and 1,900 barrels whale oil.

The bark *Brunette* sailed for the Atlantic in May, 1837, arriving home in one year with 400 barrels of sperm, Captain Poole having her in charge.

In April, 1838, the bark *George Washington*, under Captain Consider Fisher, arrived home with 80 barrels sperm and 300 barrels whale, having sailed for the Atlantic the previous year.

Captain Nickerson sailed with the bark *Popmunnett* for the Atlantic January 13, 1837, arriving home the following year with 300 barrels sperm oil.

Captain Poole, with the bark *Brunette*, sailed on July 12, 1838, for the Atlantic ocean, arriving home with 400 barrels of sperm on December 11, 1839.

In June, 1838, the bark *George Washington*, under Captain Whitehouse, sailed for the Atlantic, returning in March, 1840, with 200 barrels of sperm.

In August, 1839, the ship *Uncas*, Captain Ephraim Eldridge, sailed for the Pacific, returning home at the end of four years with 2,200 barrels sperm, 300 barrels whale, and 2,400 pounds of bone. She was sold to New London in 1843.

In July, 1840, Captain Rufus Pease, in charge of the ship *Awashonks*, sailed for the Pacific, reaching home in 1843 with 1,800 barrels sperm.

Captain Luce, with the bark *Brunette*, sailed August 11, 1840, for the Atlantic, arriving home in May, 1842, with 300 barrels sperm and 20 barrels whale oil, after which she was sold to Colonel Colt, the revolver manufacturer, and taken to Washington, where she was blown to atoms with a torpedo of Colonel Colt's invention.

January 1, 1840, the ship *Bartholomew Gosnold*, Captain Abraham Russell, sailed for the Pacific, arriving home in 1843 with 1,800 barrels of sperm and 600 barrels whale oil. She was then sold to New Bedford.

In 1840 the bark *George Washington*, under Captain Samuel Eldridge, sailed for the Atlantic. After two months' absence she returned clean and leaking, and was sold to New Bedford.

The ship *Hobomok* started on her third voyage May 29, 1840, for the Pacific, Captain Silas Jones, arriving home March 14, 1844, with 2,200 barrels sperm oil. In October, 1841, the ship *William Penn* sailed for the Pacific, with John C. Lincoln as captain, and arrived home four years later, with 1,300 barrels sperm, 100 barrels whale oil and 2,200 pounds bone.

November 30, 1841, Captain Charles Downs, sailed the ship *Commodore Morris*, 350 tons, for the Pacific ocean, and arrived home in May, 1845, with 1,450 barrels sperm oil and 40 barrels whale oil.

The ship *Awashonks* started on her fifth voyage June 7, 1844, Captain Ephraim Eldridge, sailing for the South Seas, and returning after four years with 1,400 barrels sperm, 1,100 barrels whale oil and 10,000 pounds bone.

Captain Rowland R. Jones, in June, 1844, sailed the ship *Hobomok* for the Pacific, and arrived home in April, 1848, with 1,000 barrels each, of sperm and whale oil.

The schooner *Harriet* sailed, under Captain Gifford, May 10, 1844, for the Atlantic, and returned one year later with 50 barrels sperm.

Captain Silas Jones sailed the ship *Commodore Morris*, July 9, 1845, for the Pacific ocean, sent home 90 barrels sperm oil in 1845, and returned in 1849, April 1st, with 2,450 barrels sperm and 100 barrels whale oil. The third mate, E. Chadwick, and his boat's crew were capsized and lost on the coast of Chili, in 1846.

July 19, 1845, Captain Wimpenny sailed the ship *William Penn* for the Indian ocean and Northwest coast. She sent home 9,798 pounds bone, and was totally lost on the island of Whytootacke, November 26, 1847. She had on board 100 barrels sperm and 1,700 barrels whale; 1,200 barrels were saved and sold for fifty cents a barrel.

The ship *Hobomok* sailed for Indian and Pacific oceans August 12, 1848, under Captain Rowland R. Jones, and arrived home five years later with 669 barrels sperm, 604 barrels whale oil and 7,400 pounds bone. Captain Jones died in 1850.

Captain Smith sailed in the ship *Awashonks* October 25, 1848, for the Pacific, and returned April 5, 1851, with 2,600 barrels whale oil. He sent home 14,300 pounds bone. The second mate, Mr. Slater, was lost overboard in August, 1849.

Captain Lewis H. Lawrence sailed August 13th for the Pacific, in the ship *Commodore Morris*, and returned after four years with 1,860 barrels sperm oil.

In 1851, August 12th, Captain Lawrence sailed in the ship *Awashonks*, for the North Pacific ocean, and arrived home July 25, 1854, with 513 barrels sperm and 1,828 barrels whale oil. He sent home 243 barrels whale oil on the voyage. Mr. Jones, the first mate, was killed by a whale in 1848.

Captain Childs sailed in the ship *Hobomok* September 30, 1853, for the North Pacific ocean, and returned three years later with 307 barrels sperm, 2,477 barrels whale oil and 18,400 pounds bone. He sent home 4,700 pounds bone.

The ship *Commodore Morris* sailed December 7, 1853, under Lewis H. Lawrence, for the Pacific, and arrived home October 17, 1856, with 1,008 barrels sperm oil.

In November, 1854, the bark *Awashonks* sailed under Captain Tobey for the North Pacific ocean, and returned after four years with 1,227 barrels sperm oil. She was sold to New Bedford in 1860.

Captain Marchant sailed in the ship *Hobomok* for the Pacific, in November, 1856. She returned in March, 1860, with 30 barrels sperm, 1,572 barrels whale and 10,500 pounds bone. She sent home on the voyage 74 barrels sperm, 491 barrels whale and 17,859 pounds bone. She was sold in 1860 to New Bedford, and from thence to New York in 1863, where her name was changed to *Live Oak*. She afterward sailed under the British flag and was finally lost.

The *Commodore Morris* started on her fourth voyage July 13, 1859, for the Pacific, under Captain Silas Jones, and arrived home June 19, 1864, with 931 barrels sperm, 232 barrels whale oil and 1,700 pounds bone. She was sold to New Bedford in 1864, and this was supposed to be the closing up of the whale fishery from Falmouth.

Among the agents who were engaged in the whaling business of Falmouth were: Elijah Swift, Ward M. Parker, Stephen Dillingham, Sanford Herendeen, John Robinson, Oliver C. Swift, Obed Goodspeed and Thomas Swift. From 1820 to 1850 we find the name of Elijah Swift quite conspicuous. He was interested also in an oil refinery and sperm candle factory here during a portion, if not all of this period. The building for refining and storing the oil and candles is still standing.

One of the industries that helped to advance the growth of Woods Holl was that of the Pacific Guano Company, organized in 1859 by large shipping merchants of Boston and New York. Howland's island in the Pacific was owned by the company, and from it large deposits of crude guano were shipped. The business grew rapidly in favor, and in 1863 extensive works and chemical laboratories were erected at Woods Holl. A large number of men were employed for years in the various departments of the works.

Isaiah Spindle, of this village, was born in Dennis, where he first engaged in the fishing business. In 1863 he removed to Woods Holl, in the same business, and eleven years later, with A. F. Crowell, formed the well-known firm of Isaiah Spindle & Co., carrying on here and through their Boston office a very large business in trapping and marketing fish. Besides handling the products of their own weirs, they also handle the catch of several others.

Of inns or taverns no definite history for the last century can be unearthed. Early in this century we find the Eagle Hotel, kept by Joseph Parker, who was succeeded by Edmund Davis. On the 24th of October, 1824, Mr. Davis notified the public of his intention to continue "the stand, pledges himself that nothing on his part shall be wanting to give general satisfaction, and solicits a portion of publick patronage." He was succeeded by Joseph Hatch for several years, and in 1840 John Webster was the landlord. The hotel was then near the present site of Eliel T. Fish's store, and about thirty years ago was burned. A gentleman named Blossom was "mine host" when the hotel burned. The hotel then was on the bank west of Little harbor, kept by Mr. Miller, which was also burned a few years ago. The Dexter House, now kept by Henry M. Dexter, was, until 1853, the residence of his father, Captain Leonard S. Dexter, who built it for a private residence. The captain's widow, Sarah C., kept it as a



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DEXTER HOUSE,
Woods Holl, Mass.

boarding house for several years, enlarging it soon after the fire above mentioned. Having become somewhat known as a summer hotel, although it is open during the year, it was further enlarged and rearranged as now in 1885.

The lumber business, for building ships and dwellings, had been extensive, but no yard for its sale had been opened until 1882, when J. K. & B. Sears & Co. opened one from their yard at Hyannis. They were succeeded in 1884 by Sears, Swift & Co., and in 1889 J. K. Sears assumed the entire half interest, forming the firm of Sears & Swift. The government fish commission, signal service station, and lighthouse and buoy depot add much to the importance of Woods Holl. Their respective buildings, necessary steamers, lighters, buoys, etc., swell the business of the harbor and village. In 1871 Spencer F. Baird, secretary of the Smithsonian Institute, conducted summer investigations in ichthyology at Little harbor, where the buoy depot is. Ten years later Woods Holl was made a station of the United States fish commission. Headquarters were built in 1884, consisting of museums, hatcheries and experiment rooms.

In 1888 a large building was erected to be used during the summer seasons as a Biological Institute. Students will be entertained and taught by able professors and scientists. The building was completed in the spring of 1889.

Liberty Hall was built in 1878. The Congregational society used it for religious meetings until 1889, when a church was completed for their use. Prior to the building of the hall the Methodist and Congregational societies worshipped together in the People's church, now the property of the Methodist Episcopal Society.

As early as 1823 Ward M. Parker had the mail brought from Falmouth for himself and others, and January 13, 1826, an office was established and he was appointed postmaster. He was succeeded, August 16, 1838, by John C. Parker, and he, in April, 1847, by William Swift, and in July following by Sylvester Bourne. The office was kept in the hotel until it was burned, when Owen Eldridge was appointed. Mr. Eldridge kept the office in the store on the west bank of Little harbor, where it was for several years, and where E. D. Bassett's store is, until the death of Mr. Eldridge in 1885, when Eliel T. Fish was appointed, and the office was removed to the building near the railroad bridge, whence in May, 1889, it was changed to E. D. Bassett's store at his appointment.

No doubt the Pacific Guano Company was largely instrumental in inducing the Old Colony to extend their railroad to Woods Holl, which was done in 1872. The first station agent for the company was Jotham Howes, who was succeeded by H. Whiting. Levi A. Howes was appointed at the death of Mr. Whiting in 1880, and is the present

agent. He was born in South Dennis in 1845, was agent of the South Dennis depot from 1875 to 1880, and in December of that year he became agent at Woods Holl depot, a position which he still occupies. His wife is a daughter of James S. Howes, of Dennis.

Owen Eldridge and Jabez Davis composed a firm of thirty years standing in mercantile life here and were succeeded by E. D. Bassett.

Succoneset Lodge, Knights of Honor, was organized here April 23, 1879, with fourteen charter members. The dictators have been, successively: Sylvester Bourne, Alfred H. Look, W. O. Luscombe, C. W. Davis, James T. Walker, S. M. Norton, J. K. P. Prudum; C. O. Hamblin, S. C. Braley and L. C. Chase. Within the decade the membership of the lodge has increased to forty-four.

West Falmouth post village is pleasantly situated on the main shore road running north from Falmouth village. Among the first settlers of this part of the town were William Gifford, sr., William Gifford, jr., and William and John Weeks. The lands were laid out to them in 1678. Five years before this William Gifford of Sandwich, came here and bought forty acres where Arnold Gifford now lives. The deed now in possession of Arnold Gifford's family is dated July 24, 1673. It was witnessed by Thomas Huckins and Barnabas Lothrop, and acknowledged before Thomas Hinckley. The grantor signed the deed *Job attukoo*, although in the body of the deed the name is written *Job Natantaco*. The deed recites that Job had received half of this land from his brother James, who with him received it from their father Thomas Natantaco.

Nearly all of the early families here were Quakers and the plain, peaceful characteristics have been transmitted in a general way to the present generation. Their early coming has been mentioned at page 185 *et seq.* The village is in the midst of a rural community extending along the shore of Buzzards bay, including some of the most pleasant farm homes of the town.

Agriculture was the first industrial resource, but it was at one time almost entirely superseded by salt-making, which became important and profitable. Nearly all the people were interested in its manufacture. Daniel Bowerman, William and Theophilus Gifford, Ephraim Sanford, Marcus and George W. Wicks, Adrian Davis, Joseph and Stephen Dillingham, Elijah, Seth, Daniel, Joseph, Silas and Moses Swift, James and Silas Gifford, Benjamin Crowell, Walter Davis and Zebulon Bowman, in their time, were conspicuous in the manufacture of salt. The last works were operated by Nathaniel Eldred, a retired sea captain, who sold his plant to S. F. Swift, who discontinued in 1871.

The early families here depended upon the water mill at East End for their grinding until 1787, when Jesse Gifford built for Samuel

Bowerman, Joseph Bowerman and Richard Lake, the wind mill still doing business in its second century. Barnabas Hamblin and his son Sylvanus, were among the earliest millers. The ownership of the mill passed from Joseph Bowerman to his sons, Seth and Thomas, and Thomas tended it till 1816. By that time Silas Swift's grandfather had come into possession of Thomas' share, and Silas Swift's father, Moses Swift, had bought Seth's share. Thomas Bowerman sold his farm to Captain Nathaniel Eldred; the other brother sold his, and the two hitched up their oxen, put their families and household goods into the carts, and started for York state to settle. Silas F. Swift, by inheritance and purchase, is the sole owner, and now operates the mill.

West of this old landmark, in Nashuanna street, is the site of an old Indian burial place, north of William H. Howland's residence. South of this, on the shore, is the site where the oil-cloth factory of Stephen Dillingham & Co. was burned in 1856.

The first post office was established December 21, 1827, with Stephen Dillingham as postmaster, until his decease in 1871, except four years of Buchanan's administration, when Silas J. Eldred was the occupant. Gilbert R. Boyce had the office from Mr. Dillingham's death until the appointment in 1882, of James E. Gifford. This Stephen Dillingham kept the office in a store at his father's house, which was probably the first store in West Falmouth. Other merchants were Newel Hoxie, Gilbert R. Boyce and James T. Dillingham. Captain Caleb O. Hamblin built the store north of his residence, and with E. Frank Bemis carried it on a short time prior to 1887. The present merchant is James E. Gifford, who has continuously carried on the business for twenty-five years.

The Joseph Bowerman who owned the mill also owned then a tannery which stood east of the small pond across the highway from S. F. Swift's residence.

Chapoquit or Hog Island harbor here was found available for ship-building about 1800. The *William Gifford*, built here, was captured by the British and burned in 1812. She had been engaged in West India trade under Captain Charles Swift. The *William Penn* was built, probably, before the *William Gifford*, and, after several voyages, was lost on the coast of Chili. The *Phœnix* was built in 1815, by Abner Hinckley. The *Magnet*, built by Hinckley, Silas Swift, captain, was engaged in the salt trade to New York and Albany. The schooner *Swift*, Captain Silas Swift, was in foreign trade; also the brig *Marseilles*. The *Oneco*, Captain Nickerson, was in the foreign trade. The *Meteor* and the three last named above were built by Solomon Lawrence; he also built the *West Falmouth*, a coasting schooner under Captain Stephen Dillingham. The *Cicero* was commanded by Nymphus Wicks, father of John O. Wicks. The sloop *Pinion*, Captain Joseph

Small, was also built here. The stone building near the West Falmouth school house was the shop where the iron fittings for these vessels were made.

The only manufactory here is the tag factory of James A. Boyce. The business was commenced about 1859, by Mrs. Gilbert R. Boyce. The present proprietor was her partner several years before the business came into his hands in 1887. All the stringing of tags done on Cape Cod, Martha's Vineyard and as far north as Wareham for Denison & Co., is managed at this factory. The pay-rolls have averaged twelve thousand dollars per year for the girls engaged in tying.

East of the village is Observatory hill, owned by Franklin King, of Boston; and Forest hill, where Thompson's brick kiln is. Here, in 1880, he first made scouring brick. A large deposit of material renders this enterprise susceptible of further development. When the Old Colony depot was opened here in 1872, Captain Silas Eldred was the agent, and was succeeded in January, 1876, by the present agent, S. F. Swift.

Waquoit is a small post village in the extreme east part of the town, at the head of Waquoit bay. The eastern portion was formerly a part of Mashpee, but the value of the mill privilege on the Moonekis river was one of the reasons for so changing the boundary as to include the stream in Falmouth. On this stream Zenas Ewer built and owned an early saw and grist mill, which was burned. Later, Esquire John Robinson was interested in a mill for several years; the dam furnishing power for his grist mill and for a yarn and cloth mill operated by Alexander Clarke. Here is the present grist mill, owned by Parker N. Bodfish, of Wareham, who has had an interest in it since 1855. He has been the sole proprietor for the past eight years. In December, 1824, Mr. Clarke advertised that after January, 1825, he would be ready to receive "from the inhabitants of Falmouth and the towns adjoining their commands for Carding Wool & Dressing Cloth, in an establishment situated on the Grist and Saw Mill Dam at the head of Wawquawetts Bay." Before this, Mr. Clarke had one of his carding mills on the Childs river, at Waquoit, where the Waquoit Company shop is.

In 1855 Dea. Alexander Crocker and three others established a carriage manufactory and house building business on the Childs river, under the title of "Waquoit Company." Three years later Josiah S. Burgess purchased a half interest, and with Deacon Crocker, was the owner till 1878, when Crocker took the wood-working part and Burgess the iron.

Lewis Baker, who ran a packet line from Waquoit to New Bedford for about thirty years prior to 1882, has been a merchant here since 1840. His brother, Newell E., was his clerk ten years prior to 1871,

when he began his present dry goods business. Among the earlier merchants was Asa Phinney, in the old Phinney residence, where he dwelt. Captain David Pierce was another of the old merchants. His store was where Crocker H. Bearse resides. After the death of Captain Pierce, Union Hall was built for a post office and club-room, by subscription. The other public buildings are the Congregational church and the school house.

A post office was established here the tenth of September, 1849, with Francis M. Boggs, postmaster, he being a retired gentleman who came to this village summers. He was succeeded, January 9, 1850, by Asa Phinney, who kept the office in the old home of his father. Crocker H. Bearse was appointed June 22, 1860, and he kept the office at his residence until Edward J. Crowell was appointed, October 5, 1887. Mr. Crowell keeps the office in the same room that was occupied as the post office by Asa Phinney. The mail is supplied twice each day by the coach route from Falmouth depot.

A good hotel, open all the year, has been kept here since 1874, with Asa P. Tobey, proprietor.

The *Popmonnet*, a whaler, was built at Waquoit about 1838, by Abner Hinckley, for its several owners.

Hatchville is separated from the adjacent districts of the town by a border of uncultivated lands. It was known to the earlier residents of the western half of the town by the then appropriate name "East End"—a title not yet wholly obsolete in the colloquial nomenclature of the people. That name in a way somewhat vague was applied until later to the whole northeastern portion of Falmouth, and as late as 1821, when the Congregational church here was incorporated, the geographical part of the name was adhered to and the church was styled the East Falmouth Congregational church, while the older people of the present time refer to it as the "East End" church.

This community was supplied by mail for several years from East Falmouth before a government office was located here. Esquire John Robinson, who worshipped here, was the postmaster at East Falmouth, and at the church on Sabbath days the country folk received their mail and thus had virtually a Sunday carrier's delivery.

On the 30th of September, 1858, a post office was opened here, with Silas Hatch as postmaster. The Hatch family had been for years, and still is, one of the leading families in this part of Falmouth, and in proper recognition of the fact the name Hatchville was applied to the office and has since come to be accepted as the distinctive name of the place and the community.

The hamlet is contemporary with the "New Purchase" in its settlement, and the herring war has been the only cause of dissension in that neighborhood. In 1806 some desired a free passage for fish

into Coonemosset pond, but mill privileges interposed. The feeling arose to that pitch that a cannon was placed in position by the herring party, which, in firing, bursted, killing the gunner, producing a cessation of the feeling. The name of this martyr is not handed down.

Ashumet, a neighborhood northeast of Hatchville, was at one time well settled, but now consists of less than a half dozen dwellings.

North Falmouth is a rural post village in the northwest corner of Falmouth, where the boulder ridge diverges northeasterly from the east shore of Buzzards bay. It has long been known as the Nye Neighborhood. Freeman says that the first grant of land was two hundred acres or less to John and Ebenezer Nye in 1689; but the late Joshua Nye left a careful record of his ancestors' title here from 1655, when Elizabeth Ellis deeded a considerable tract to John and Ebenezer, sons of Ebenezer Nye, which title, he says, was afterward confirmed by the colonial government. From *Barber's Historical Collection* it appears that Benjamin Noye (Nye) was among some fifty or sixty emigrant families from Europe to Saugus, Mass., in 1636; and later was one of those who removed to Sandwich and became a progenitor of the branch of the family here. Probably the first house built here was by Ebenezer Nye, on what is known as "Wicker Tree Field." An Indian burial place was on a hill by Flax pond, one-fourth mile west of the present residence of Francis A. Nye.

Rural pursuits have been the principal resource of the people, although several of the largest estates here now have come directly or indirectly from the sea. At one time Warren Nye, and his brothers, Prince, Benjamin, John and Ebenezer, were interested in salt works near the cranberry bog of Hiram E. Small. There were other places where salt was manufactured, farther north, near the old wharf, generally known as "Stephen Nye's Wharf." Those engaged were the brothers Stephen, James, Samuel and Francis Nye.

About 1812 Ebenezer Nye, at his own expense, opened a place here to receive and distribute mail, which he transmitted once a week, and received a fee from the people accommodated. Their mail was addressed Falmouth. On the 30th of January, 1817, the post office was established, with him as postmaster. He was followed in office thirty one years later by Ferdinand G. Nye, the present incumbent. F. G. Nye, who has been in business here since 1840, has now the only store in the place. He was born in 1816. His father, Warren, was a son of John and grandson of Benjamin Nye.

Megansett Hall, recently built by private subscription, at a cost of \$2,500, furnishes a suitable place for public gatherings. The other public buildings are the Congregational church and a neat school building.

Quissett is a name applied to the harbor and its vicinity, which

originally bore the appellation of Quamquissett, situated one mile north of Woods Holl on Buzzards bay. In 1691 Moses Rowley took lands and settled here. He was the third deputy from Falmouth to the colonial legislature. Most of the early residents were engaged in marine pursuits, and before any vessels were built at Woods Holl shipbuilding was an important industry here. Barney Marchant was a substantial man of the period, and later. Among the vessels built here were the brigs *Victory* and *Enterprise*, the bark *Union*, and the sloop *Susannah*.

Salt was made here by Barney Marchant, Francis Davis, Dea. Thomas Fish, Prince Jenkins, Braddock Gifford, Lemuel Eldred, Samuel Hammond, and others. The vessels built here were launched south of Joseph C. Fish's, where the stone wharf is. Deacon Jenkins was a ship carpenter here. Braddock Gifford's house, an old-fashioned farm building with shed roof nearly to the ground, stood where, in 1830, he built the present residence of Thomas Fish. Mr. Gifford was blacksmith to the shipbuilders, and when the business was removed to Woods Holl he continued it there, where he built, in 1833, the third house on Bar neck. Dea. Thomas Fish was a prominent factor in the progress of Quissett. The Quissett Harbor House, which George W. Fish has, since 1880, made a popular summer hotel, is the property of Stephen W. Carey, of New York. A part of the house is the former residence of Deacon Jenkins, and a part was the house of Isaiah Hammond. Before they were united Prince Jenkins and his wife—daughter of Dea. Thomas Fish—entertained summer guests twenty-five years ago. The house, now leased by Mr. Fish, has accommodations for seventy-five guests. The location is considered the most desirable in this vicinity.

In 1879, February tenth, a post office was established here, with George W. Fish as postmaster. He was then a grocer, but in February, 1886, he was succeeded by Myron C. Johnson, who has since been his deputy,

Quissett had at one time the largest school of the town, except that in Falmouth village; but its relative importance, except as a summer resort, has declined.

Between Falmouth village and Waquoit, on the post road, are the two small hamlets, Teticket and East Falmouth. The latter is a post village containing a Methodist Episcopal church and one store. The first postmaster was John Robinson, who was succeeded after his death, January 3, 1855, by his son, John H. Robinson, who kept the office in his store. The next was Ephraim Crocker, who removed the office to the Union store, where it has since been kept. His successors have been Joshua W. Davis, Leander Baker and H. L. Davis.

At East Falmouth a circulating library was established in February, 1877, by Mrs. C. M. Baker, at her residence. Each of these hamlets has a public school, and at Teticket is a hardware and tin-shop.

BIOGRAPHICAL SKETCHES.

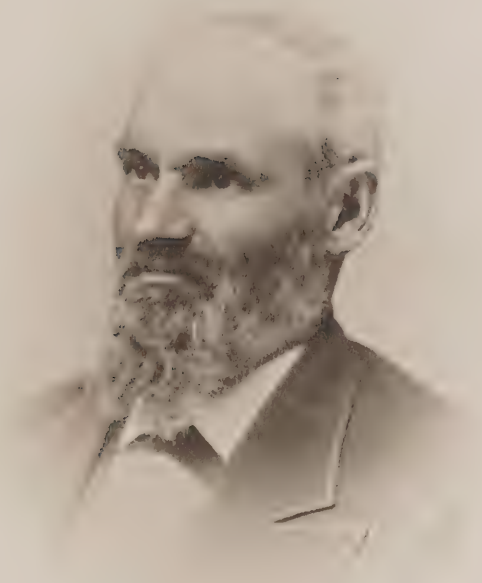
Lewis Baker, born in 1827, son of Edmund and grandson of Nathaniel Baker, has been a merchant in Waquoit since 1859. He married Emma B. Holmes of this town. Their family of five children are: Lewis W., Edwin J., Hiram C., Bertha M. and Merton D. Baker. This Nathaniel Baker was originally of Yarmouth.

Newell E. Baker, brother of Lewis, was born in 1845. His place at Waquoit is the homestead of Captain Jarvis Bourne. His wife, Lizzie J. E., is a daughter of Captain Micajah Fisher. Their children are: Florence M., Alice M. and Walter N. Baker.

Mayhew Baker, son of Edmund and grandson of Nathaniel Baker, was born at Davisville in 1822. He was appointed keeper of the Falmouth almshouse in 1869, and has been reappointed annually since. He gave up his position in 1890 on account of ill health. His wife, Temperance Davis, is a daughter of Oliver Davis, granddaughter of Prince Davis and great-granddaughter of Ichabod Davis. Their three children are: Annie M. (Mrs. Herbert H. Lawrence), Herman E. Baker and Alberta H. Baker.

CAPTAIN NEHEMIAH P. BAKER, of Teticket, a retired whaler, seems to have inherited a love for the pursuit, as his long years on ship, and the calling of his ancestors would indicate. His father, Braddock Baker, was a successful coasting captain, and his grandfather, Barnabas, was a master in the whaling avocation, all from Falmouth, where Captain Nehemiah has chosen to rest from his labors. He was born October 10, 1823, and at the age of thirteen he went before the mast in the ship *John Adams*. He made two voyages in this capacity, and on his third was advanced to boat-steerer. On his fourth voyage he went as third officer, and as first on the fifth voyage, in 1847. He became master of the *Gen. Pike* in 1850, and in that position afterward successfully commanded the *Nimrod*, the *William Gifford* and the *Rainbow*, on long voyages of four years each. Other vessels of which he had command on shorter trips, were the *Marengo*, *Coral* and the *Mary and Susan*. The vessels were all full-rigged, first-class whalers except the *William Gifford*, which was bark-rigged, and the *Marengo*, which was a merchantman, and in which he transported a general cargo to San Francisco.

For the thirty-four years he was a whaler he never lost a man overboard nor had one fall from aloft, and although daring in his nature and exposed to all the dangers consequent upon the vocation, he



Lehemich P Baker

encountered no serious accident. One of his men, in the same boat with himself, lost a limb, the loss of blood causing death before the ship could be reached; the man was at the oar, and the line that was being run rapidly out by a whale became coiled around the limb, amputating it.

In 1871 the captain retired from active service, but subsequently made four trips to the Pacific to take the command of vessels in the interest of the owners or underwriters, and these missions were satisfactorily conducted. His ships were made in New England, and he owned and retained a share in each of them.

He married Thankful R. Fish, daughter of Francis Fish, and a descendant of an old historic family. Their children are: Charles S., who married Josephine Cameron, of Prince Edward's Island; Mary F., wife of Dr. Darius L. Powe, of Falmouth; Nellie B., born in New Zealand, and wife of James A. Darling, of East Greenwich, R. I., and Jessie B., wife of Joseph C. Fish, jr., of Quissett. Mrs. Fish was the first of the children to gladden the hearts of the grandparents with a grandchild.

The captain, although a descendant of one of the most conspicuous and important families of the Cape, went to sea too early to gain even the education attainable then, but the forecastle, in after years, found him a diligent student and an accomplished seaman. The greatest trial he has encountered in the voyage of life has been from the use of alcoholic drinks by his friends, and so warm is his heart and humane his principles that he has determined to fight rum in defense of his fellow beings. He has espoused the cause of the prohibition party as the best way to effect this purpose, and he is the first in its ranks. His motto is "Never give up the ship," and as long as the principles of that party have a tendency to annihilate the evil, or until a better course is laid down on the chart of his manly heart, he will be a master in that line. He is not a follower of any particular religious sect, but his works and life are actuated by the most vital and important principles of the Christian faith. His anchor is "Do as you would be done by," and so deeply is it imbedded in good soil that no gales of life can drag it and cast the stately vessel upon dangerous rocks or shoals.

Christopher G. Bearse, born in Teticket in 1822, is a son of Daniel, born in Barnstable in 1781, and grandson of Daniel Bearse. When just eighteen years of age he began work as ship-cooper in Woods Holl, and continued in the business there while ship-building was carried on. Since then he has worked in New Bedford. He has been a member of the republican party since its organization. His first wife was a daughter of Captain Joseph Hatch, of Woods Holl. She died, leaving one child, Martha, now Mrs. John Coats, who lives in Texas.

Mr. Bearse's present wife is a daughter of the late Job Taber of Fairhaven. They have one daughter, Charity (Mrs. J. K. P. Purdum).

Crocker H. Bearse, born in 1810, is a son of Moses and grandson of Gershom Bearse, who formerly resided in Hyannis, dying there about 1838. Crocker H. married Susan Eldridge (deceased). His present wife, Maria T., is a daughter of Ichabod Childs and the widow of David G. Pierce. Mr. Bearse settled in Waquoit in 1832, and worked at shoe-making several years. He was twenty-nine years merchant and postmaster, two years deputy sheriff, and a constable of the town for at least thirty years. In 1876 he was an independent candidate for the legislature to represent Sandwich and Falmouth, and was elected by about fifty majority. He has been an officer in Marine Lodge, A. F. & A. M.

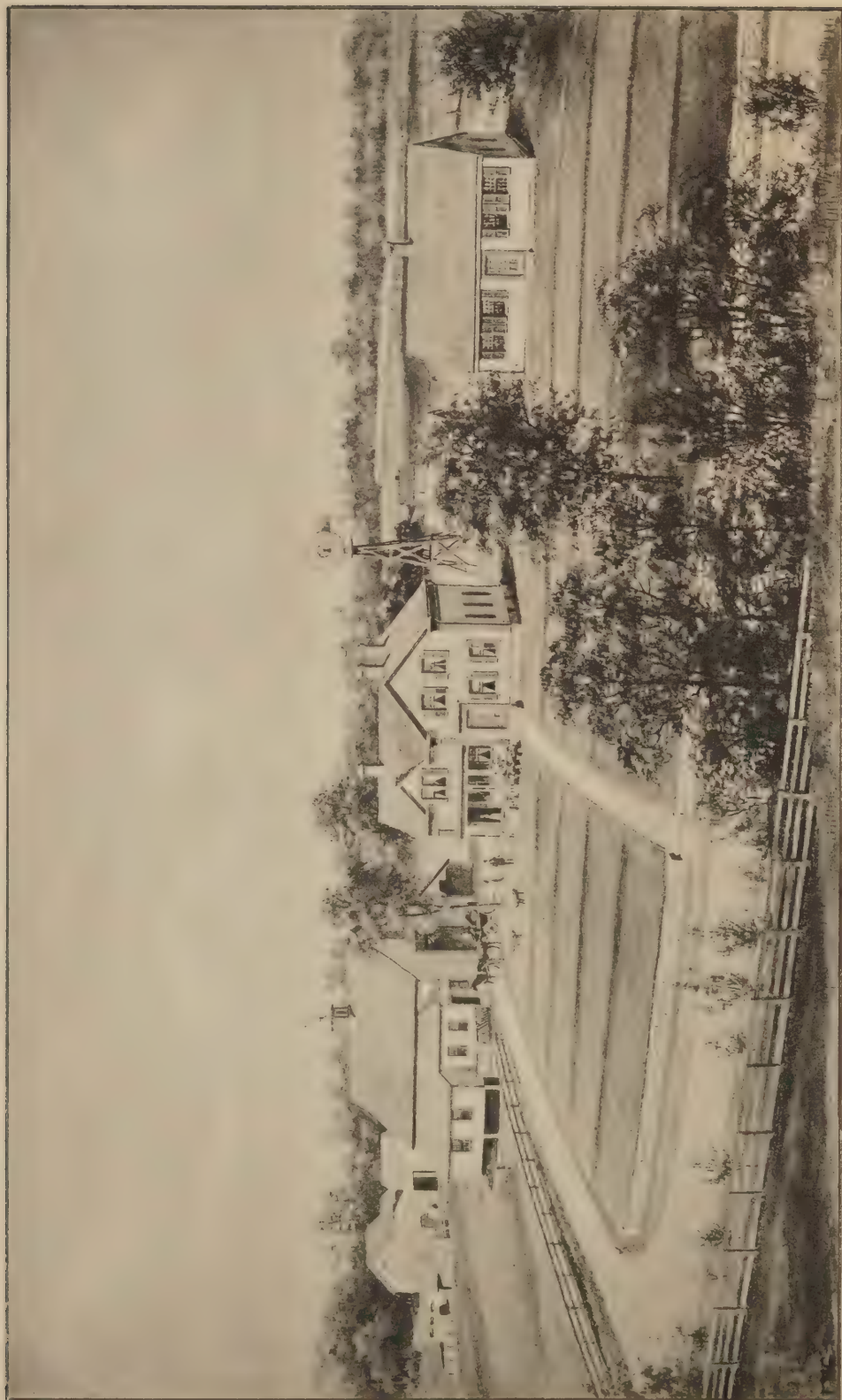
Benjamin S. Bowerman, born in 1838, is a son of Prince G., whose father, Daniel, was a son of Barnabas and grandson of Daniel Bowerman. This family have been generally farmers for several generations and members of the Society of Friends. Benjamin's wife is Chloe G., a daughter of Prince G. Moore. They have one son, Albert S. Bowerman. Prince G. Bowerman's wife was Sarah, daughter of Charles Swift.

Daniel Bowerman^o (Barnabas⁴, Daniel³, Barnabas², Daniel¹) was born in 1832. He went to California in 1854, and was there engaged in mining seven years, and for eight years did carpentry in San Francisco. His wife (his brother Joshua's widow) was Mary J. Buffum, from Maine. She died January 2, 1887. They have one child, Virtue R., a girl of fourteen. Daniel Bowerman³ was an only son and owned the farm and house, near West Falmouth, where this grandson, Daniel, now lives.

Samuel Bowerman, one of the eminent lawyers of Massachusetts, was a grandson of Samuel Bowerman (son of Stephen), who lived at West Falmouth.

Charles H. Burdick, born in 1852, is a son of William and grandson of Benjamin Burdick. He followed the sea three years, after which he worked at farming about three years. He then, in 1883, learned the house-carpenter trade, and now carries on an extensive business in contracting and building, employing fifteen or more men.

Josiah S. Burgess⁷ (James⁶, Bangs⁵, in revolution 1776; Simeon⁴, Joseph³, who married Thomasina Bangs of Yarmouth; John², who married Mary Worden of Yarmouth; Thomas¹, the Pilgrim) was born in 1818. His first wife was Susan Collins who left two children: J. Herbert and Helen L., now Mrs. Albert W. Tobey of West Falmouth. His second wife was Julia Waters, whom he married December 8, 1853. He was married in 1880 to the widow of Rev. Benjamin L. Sayer. Mr. Burgess early learned blacksmithing and has made this his business through life.



RESIDENCE OF B. O. CAHOON,
Falmouth, Mass.

BARZILLAI C. CAHOON.—As you ride along the road from Falmouth to East Falmouth, the first residence on the left on entering the latter village will attract your attention on account of its beauty and situation. Thirty years ago this was a small cottage and the bank in front was high and unsightly. In 1859 the subject of this sketch purchased the farm, graded the hill into a fine terraced lawn, and transformed the cottage into the present substantial mansion. The surroundings are complete, and the residence is supplied with hot and cold water. The farm has undergone the same magical change from natural sterility to a high state of fertility, and all by the industry and thoroughness of the owner, Barzillai C. Cahoon. He removed here from Plymouth, the place of his nativity, and his business in life has been as a stock dealer and drover. He purchased and sold stock of all kinds not only on the Cape, at Nantucket and the Vineyard, but shipped by the carload from the Western states. In 1861, in connection with the other business, he began to supply the people with fresh meat, and was the first to attempt to supply the people in the winter; but his business grew to that extent that he kept four wagons on the road constantly and two as extras.

He was born January 21, 1830, and was the son of Samuel, whose father was Stephen Cahoon—all of Plymouth. The wife of Barzillai Cahoon was Mary D., daughter of Josiah Jones of Waquoit, and a sister of I. T. Jones of Sandwich. Their children are: Frederick A., who married Hattie Stone of Plymouth; Clara E., the wife of T. P. S. Phinney of Waquoit; George H., who married Lydia Tripp of Westport; Mary A., the wife of E. E. C. Swift, jr., of Falmouth; Ina T. and Abbie R., who reside at home.

Mr. Cahoon has been engaged in the culture of cranberries for the past twelve years, having given up his former business in 1879. Like other business enterprises that engaged his attention, he makes farming a success. He mostly uses in his bogs the Early Black vine and finds an early and ready market. He recently sold one crop of eight hundred barrels of cranberries at an average price of eight dollars per barrel when other varieties were comparatively of no value.

Although conversant with the affairs of state and being prominent in the ranks of the dominant party, he has ever declined any office of importance that would interfere with the routine of his business. He could not sacrifice too much from his own duties to fill positions that others could as acceptably. He is well and prominently known throughout the county by his extensive dealings and uniform uprightness. His choice in sacred affairs is that of the Methodist Episcopal church, to the material support of which he is a cheerful donor, and the teachings of which have been the fundamental principles of an extensive relation with his fellow being. He is at the head of a

class of mercantile men of whom there are but a few in retirement; and the same industry and neatness is as marked in his farming operations. A view of his fine residence, when the passer-by enquires, "Whose is it?" or the accompanying sketch will be an earnest that the entire cultivated farm of Mr. Cahoon is a corresponding monument to his energy and good taste.

William W. Chadwick, born in 1820, is a son of Thacher Chadwick, who died in 1850, and a grandson of Barnabas Chadwick, who was born in 1765 and died in 1838. Thacher Chadwick was a soldier in the war of 1812, and his widow received a pension. In early life Mr. Chadwick engaged in ship and house building, but is now a farmer. His first wife, Harriet N., was a daughter of Isaiah Hatch. At her death she left one son, Willard N., and one daughter, Mary P. (Mrs. George H. Turner). Mr. Chadwick's second wife, Hannah R., is a daughter of Frederick Davis. Their children are: Hattie F. (Mrs. William B. Dillingham), and Annie W. Chadwick.

Frederick N. Childs, born in 1834, is a son of Ichabod H., grandson of Joseph and great-grandson of Joseph Childs. His mother was Rebecca R. Phinney. From the time he was fifteen years old until 1863 he was engaged in whaling; was mate with Xenophen Rich, of Provincetown. He is now engaged in farming. His wife was Mary A., daughter of Philander Crocker, of Richmond, Indiana. They have one son, Granville N. P. Childs.

William Childs⁷ (Thomas⁶, born 1799; Joseph⁵, born 1775; Joseph⁴, born 1750; Joseph³, born 1724; Joseph², born 1699; Richard¹, born 1649;) was born in 1825, and died in 1889. From his eighteenth year until 1874 he followed the sea, being master of whaling vessels the last twenty years. One of his vessels was captured and burned by Captain Semms in 1861, and was paid for through the Geneva Arbitration. Captain Childs' wife is Laura A., daughter of Thomas Hamblin. Their four children are: Annie E., Alice L., a teacher, William A. and Eliza W. The oldest daughter is the wife of Ignatius Sargent, a native of Philadelphia, now living, retired, at Waquoit.

GEORGE E. CLARKE.—Among the agencies that have perceptibly shaped or influenced the history of this town, a decided place must be accorded to the character and services of George Ellery Clarke. Born in 1822 at Needham, now Wellesley, and receiving a liberal education, he came to Falmouth in 1852, a graduate of Williams College, to take charge of Lawrence Academy as its principal. He brought into this service not only a lively interest in classical and general learning, which was quick to inspire a hearty zest for scholarship in his pupils, but also a moral earnestness based on Christian life, which elevated the motives and aspirations of several young men who are now among the foremost factors of the character and reputation of

Falmouth. It is in his share of the moral and mental shaping of the present manhood of Falmouth as a teacher, that he stands most clearly as a history-maker for the town. He lives to see the faithful and earnest endeavor of those eleven best years of the prime of life, which were given to the principalship of Lawrence Academy, reproduce many fold in useful lives here and elsewhere.

In 1863 he acted as cashier of Falmouth Bank for six months, and afterwards for nine years honorably filled the position of chief clerk in the lighthouse department in Boston. Returning to Falmouth in 1873, he became cashier of the Falmouth National Bank, and for sixteen years afterwards diligently conducted the growing interests of this institution.

But during his long course of business life, his hold has not been lost on the higher interests of the community. A member of the school committee for three periods comprising nine years of intelligent service, he was assiduous in shaping the school-system of Falmouth into a manifestly improved condition, and placing it under proper superintendency. During most of the periods of his residence in the town since 1859, the religious basis of his interest in the community has been acknowledged in his position as deacon in the Congregational church. And his personal efforts for the enlightenment and help of the public, by numerous lectures and speeches on economical and political questions, have been recognized in various parts of the town as instructive and substantial.

During the period of his principalship in the Academy he was married to a daughter of Samuel Shiverick, a descendant of the first pastor in the church at Falmouth. Their only son is Lewis F. Clarke, the editor and proprietor of the *Falmouth Local*. Mr. Clarke was elected to the state legislature as a republican in 1889.

Seth Collins, born in 1821, is a son of Benajah and Rebecca (Baxter) Collins. Benajah was a brother of Seth Collins of Chatham, and a son of Samuel Collins. At fourteen years of age Captain Seth went to sea, which he followed until 1868, during which time he became a successful master mariner. His first wife was Diana P. Jones, who died leaving one daughter, Eliza J., now Mrs. Harrison G. Phinney of Cotuit. His present wife, Mary, is a daughter of Allen Crocker. Their children are: Simeon D., Willie A., Ida R. and Benajah B. Collins.

John H. Crocker, born in 1857, is a son of Allen Crocker, born in West Barnstable, grandson of Ansel and great-grandson of John Crocker of Barnstable. He is largely interested in cranberry culture in Falmouth, being manager for a company—in which he is a large stockholder—which owns nearly fifty acres of valuable bog lands here.

Albert F. Crowell, son of Joshua, 1802-1884, and grandson of Joshua Crowell, who was lost in Plymouth bay in 1804, was born in North Falmouth in 1836, and married Franklin Nye's daughter, Charlotte R., who died in 1885. Mr. Crowell's farm contains the site of an early residence of Solomon Nye, whereon was built, probably in 1772, the present residence of Mr. Crowell.

Charles E. Davis was born in this town in 1843. He followed the sea for several years, enlisted in the United States navy in 1862 and served one year. He again went to sea and in 1865 was commander of a vessel. He is now located at Woods Holl, where he deals in wood and coal. He is principally engaged in wrecking, a business of considerable importance, formerly carried on under the name of the Woods Holl Wrecking Company.

Frederick Davis, once the postmaster at Falmouth, was, during the first third of this century, one of the principal merchants of the village. He was a native of Barnstable, but was married and settled in Falmouth. He was a tailor by trade and for years was secretary of the Masonic lodge here. Henry H. and Andrew J. Davis of Boston are his sons.

Frederick C. Davis, born August 12, 1865, is a son of Israel B. Davis, who was born in Davisville, where his father Job, son of Thomas, then lived. Frederick C. twelve years since located oyster beds on the neck west of Waquoit bay. Beginning with but seventy-five cents, he has built up the principal oyster business of this section. His oyster beds here and on Buzzards bay amount to about two hundred acres. He has been interested in sheep raising two years. He is married to Susan B. Hammond.

George H. Davis, son of Nymphas, grandson of Joseph and great-grandson of Joseph Davis, was born in 1841. His wife is Emma E. Sanborn, from Exeter, New Hampshire, formerly a teacher here. They have one child, Alma L. Mr. Davis has been variously engaged as cattle dealer, contractor, real estate solicitor and farmer. He is serving his fourth term as overseer of the poor of Falmouth, and has held other minor offices.

Henry T. Davis, born in Woods Holl in 1838, is a son of Thomas G. Davis, whose father, Jabez, born 1766, was a son of Solomon, born 1720, and a grandson of Jabez and Annah (Wicks) Davis, all of whom have been residents of Falmouth. Thomas G. Davis was born May 15, 1808, and died March 14, 1877. He was married in 1835, to Mahala E., daughter of Josiah and Rebecca Eldridge. She was born September 17, 1809, and died April 8, 1890. Their children were: Mary B., Henry T., Lydia B., Georgianna, Josiah E., Rebecca E. and Thomas G., jr. Henry T. volunteered as an officer in the navy, October 1, 1863, and served until August 7, 1867. He followed the sea as a whale-

man until 1874. In the spring of 1875 he began a grocery business in Woods Holl, as a member of the firm of Davis & Hamblin, and was burned out in 1877. In 1879 he opened his present market, the principal one at Woods Holl. He was married March 1, 1875, in Portland, Me., to Mary, daughter of Willard and Margery Clapp. They have had four children: Georgianna C., Walter G., G. Willard and Henry T., jr.

James H. Davis of Quissett was born in 1831. His father, John Davis, was a son of John Davis (son of Solomon) who lived in an old house on the place now owned by James H. Mrs. James H. Davis is Hattie, daughter of Sanford Herendeen, who, with the exception of Christopher G. Bearse, is the only survivor of all the men engaged in the building and fitting of whaling ships from Woods Holl. Mr. Davis' family consists of three children: Etta L., Alonzo O. H. and Theodore L. His business is farming.

Samuel F. Davis was born in 1833. His father, Francis Davis, was a soldier and pensioner of the war of 1812, and his grandfather, Francis Davis, was a former resident of Quissett. At sixteen years of age Mr. Davis went to sea, and in 1865 was master of a vessel. He returned from his last voyage—whaling—in 1885. In 1888 he, with Rowland R. Jones, bought the coal business of George E. Clarke, and in April, 1889, Mr. Davis purchased his partner's interest and is now sole owner of the business. His wife is Salome E., daughter of Stephen Davis. They have six children, three of whom were born on the island of St. Helena.

William C. Davis was born in 1854. His father, Samuel P., born in 1809, died in 1888; was a son of Solomon Davis, and a grandson of Solomon Davis. Mr. Davis, in 1885, began at Falmouth a furniture business, to which he soon added undertaking, a business which his father and grandfather had carried on before him. In 1889 he erected a substantial block in Falmouth village, where his prosperous business is now located.

Stephen Dillingham, 1799–1871, was a son of Joseph and Esther (Rogers) Dillingham (married in 1795), and a grandson of Ignatius and Elizabeth Dillingham, each of whom lived to the age of ninety-six. Stephen was a merchant in Falmouth with his brothers, Reuben and Abram, from 1830 to 1835. He subsequently ran coast sloops successfully for a time, and was also connected with the glass company at Falmouth, as before noticed. His wife, Elizabeth, is a sister of James E. Gifford. Their family were: James T., a manufacturer at Sheboygan, Wis., who died April 15, 1889; Hannah G. (Mrs. George Plummer) and Henry, who was drowned in Sacramento river in 1859.

One of Stephen Dillingham's sisters, now living at Lynn, Mass., married Jonathan Boyce, now deceased. Their only son, Gilbert R

Boyce, married Annie R., daughter of Silas and granddaughter of Silas and Phebe (Palmer) Gifford of Falmouth. Their home was at West Falmouth, where Gilbert R. Boyce died May 26, 1882, leaving one son, James A. Boyce, now in business there.

George W. Donaldson, a son of Doctor Donaldson mentioned at page 226, had nine children, one of whom, Hugh G. Donaldson, died here in 1876, leaving Alice, now bookkeeper in the Falmouth National Bank, and John F. Donaldson, who was born here in 1858, and who now carries on an ice business of about 1,000 tons annually, which his father began here about seventeen years ago. George W. Donaldson was a prominent man here in his time. He served as deputy sheriff, justice of the peace, and frequently as executor of wills.

Dea. Lorenzo Eldred, 1815-1888, was a son of Captain William, 1780-1859, grandson of Captain Lemuel, 1751-1842, and great-grandson of Jehosophat Eldred. Lorenzo Eldred was a deacon in the Congregational church at Falmouth about twenty-three years, and was also Sunday school superintendent several years. Always a farmer, he owned at his death two hundred acres of the original Lemuel Eldred tract, which was inherited by his only heir, Charles H. Eldred, who now occupies it with the deacon's widow. She was Mercy F. Grew. They were married in 1845.

Samuel Eldred, of North Falmouth, was, in June, 1889, the oldest man living in this town. He was born February 13, 1796, followed the sea in the southern trade, and from the age of twenty-one was for fifteen years commander of vessels. His father, Samuel, a revolutionary soldier, was a son of Lemuel, and grandson of Jehosophat Eldred, who, in 1731, having come from England, bought, at North Falmouth, of Isaac Green, "the 14th and 15th Lotts in the allotment." Captain Eldred's house is on this purchase. It was erected about 1790, by Thomas Eldred, the captain's uncle. Captain Eldred's brother, William, married Patience F., sister of Dea. Lorenzo Eldred. They have one son, Edwin A., in Minneapolis, and one, William H. Eldred, who was born in 1833, and in 1852 removed to Worcester, Mass., where he has a wife and two children: Arthur W. and Marion F.

Eliel T. Fish, born in Sandwich, in 1830, is a son of Elihu, and grandson of James Fish, of Sandwich, who died prior to 1830. Eliel's parents removed to Woods Holl in 1836. When he was seventeen years of age he went to sea, which business he followed until 1876, being captain of whale ships twelve years. Since 1876 he has kept a grocery store at Woods Holl, and at the death of Owen Eldridge, in 1880, he succeeded him as postmaster, a position which he occupied until May, 1889. He married Harriet O. Davis.

JOSEPH CROWELL FISH, of Quissett, is the descendant of a long line of ancestry, who have materially assisted in the settlement, growth



PHOTO BY HODGDON.

FALMOUTH, MASS.

Joseph C. Fisk

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E. BIERSTADT, N. Y.

and present stability of Falmouth. His grandfather, Samuel Fish, born in 1734, married Sarah Dimmick. He was a patriot of the revolution, and nobly did his duty. He died in 1816, honored and beloved. The children of his marriage numbered eight, born in Falmouth.

His son, Thomas Fish, father of the subject of this sketch, was born December 28, 1762. He served in the revolutionary war while a young man. On the tenth of December, 1788, he was married to Susannah, daughter of David and Sarah Crowell. He was called Deacon Fish from his service of a quarter of a century in the First Congregational church, in that office, and the distinguished symmetry of his Christian life. The same uprightness marked his public life, and it is said that the most scrutinizing eye could discover no defect. He was many years justice of the peace, twenty-one years in the legislature, and twenty years selectman of the town, besides filling other official trusts. In 1802 a company was formed for ship-building at Quissett, and Deacon Fish was appointed its agent, which business he vigorously prosecuted for ten years, launching many well constructed crafts. His children were: Cynthia, born October 29, 1791; Celia, September 5, 1793; Susan E., July 8, 1795; Milton, July 31, 1799; Thomas, October 29, 1802; Joseph Crowell, August 11, 1804; David W., April 2, 1807; and Henry L., May 30, 1809. Of these, Thomas and Joseph C., the only surviving sons, reside in Quissett, and their only living sister, Susan E., the widow of Prince Jenkins, resides at Falmouth. Thomas has three surviving sons: Levi, Allen and the popular hotel proprietor, George W. Fish. Susan has two sons: Foster H. Jenkins, of Vineyard Haven, and Joseph Jenkins, of Winona, Minn. Cynthia, one of the deceased sisters, was the wife of the late David Lewis, and one of their sons is H. C. Lewis, of Falmouth. Celia Fish, the other sister, deceased, was the wife of Dr. Aaron Cornish, of Falmouth.

Joseph C. Fish, the youngest, married Albinia Daggett, daughter of Peter Daggett, a descendant of an illustrious family of Marthas Vineyard. They were married August 15, 1839. Their children are: Thomas D., a ship broker in New York city, who married Albina Yale, of Vineyard Haven, who died leaving one child, Mary Y., now fifteen years old; Robert L., a freight broker of New York city; and Joseph C. Fish, jr., now on the home farm, who married Jessie B. Baker, and has one child, named Albinia D.

Mr. Fish has lived where he was born, in sight of the shipyard and under the roof honored by the deeds of his father, and has preferred this quiet home to the excitement and criticisms of a public life; and although urged to act as deacon in the church of his choice, he has always modestly declined. Nevertheless, he has proved himself a shining light in the First Congregational church, which he has mate-

rially aided for the past half century. He has ever been an earnest worker in the cause of temperance, and not only believes that his example and ballot should go to help the cause, but he faithfully follows his convictions. His life has been of the same manly bearing, the same meekness and the same noble sensibilities, day by day, year by year, and under all circumstances. The many characteristics of his worthy ancestry have been repeated in history and tradition, and of these Joseph C. Fish is the true representative. His own life of over four score years, marked with upright living, will transmit to posterity and leave on record the same virtues.

Joseph F. Fish⁶ (Isaac⁴, James³, Rufus², Roland¹) was born in 1843. His mother was Rhoda R., a daughter of Francis Fish, whose father was Rufus³. Joseph F. learned the tinnerns' trade in early life and has made that his principal business. He located a shop at Teticket in 1866, where he still resides. His wife was a Miss Pherson, of Maine.

Solomon L. Fish, son of Francis, grandson of Rufus, and great-grandson of Roland Fish, was born here in 1829. He learned the masons' trade, and was for about thirteen years in South Braintree, Mass. His wife was Mary Webster Deane, of South Braintree. They have two daughters: Flora R. (Mrs. Harry Childs, of Wareham) and Effie L. Fish, at home.

Ezra F. Geggatt, born in 1852, is the youngest child of John, a son of James Geggatt, whose father came to this country with Lafayette, and settled in Massachusetts. John Geggatt located between Hatchville and West Falmouth, where he died in 1879, leaving three sons and several daughters. His wife was a Miss Fish. Ezra F. followed whaling from 1869 to 1871. He is now engaged in farming and has a fine apple orchard, from which in one year he gathered eight hundred bushels of apples.

Rev. Benjamin Rowley Gifford, who died at Woods Holl in August, 1889, was born at Quissett in 1819, and was ordained as an Episcopal clergyman in 1857. Prior to his retirement in 1880, he was rector at Waterloo, and at Ottumwa, Ia., Kewanee, Ill., and at Ipswich, Bridgewater and Natick, Mass. He was married in England in 1873. His father was Braddock Gifford, of Quissett, and his mother was Mary, daughter of Benjamin Rowley, a descendant of Moses Rowley, who was at Quissett in 1691. Braddock Gifford was the son of Ebenezer, who was one of the thirteen children of Christopher Gifford (1722-1801) and grandson of Josiah and Mary (Chadwick) Gifford. This Josiah was the grandson of Christopher Gifford, who was in Teticket as early as 1690, and whose father, William Gifford, was a resident of Sandwich prior to 1668, in which year he removed to Falmouth. William Gifford was probably a son of Walter Gifford, who in 1630 came

from England to Massachusetts and is believed to be the ancestor of all who bear the name in New England. Christopher Gifford of Te-ticket had three sons—Isaac, Christopher and Enos—but which of them is Josiah's father is not certain.

David F. Gifford, son of Amasa and grandson of Mordecai Gifford, an early Quaker at West Falmouth, was born in West Falmouth. His wife was from Falmouth. They have two sons: John N., who is in Australia, if living, and Seth A., at home, who is interested in quarrying and contracting.

Henry F. Gifford, born in 1818, is the oldest son of Asa and Hannah (Bourne) Gifford. His grandfather, Jesse, was a son of John Gifford, who at an early day built a house near the present residence of Celia Weeks, on the West Falmouth road, where the remains of the old cellar may still be seen. This John Gifford died in 1786. Henry F. went whaling when but thirteen years of age, and followed that business until 1856, when he bought his present farm. In 1861 he went to the Pacific coast, but since 1866 has lived here somewhat retired, cultivating small fruits and doing some cabinet work. His wife, Harriet H., is a daughter of John Butler.

James E. Gifford⁵ (Theophilus⁴, 1783–1852; Zacheus³, William², William¹) was born in 1832. The ancestor of this family, William, lived and died where James E. now lives, but the present house was built by William³. James E., for a quarter of a century in business here, is widely known as a Friend. He has represented this district at general court as a republican, and served the town one year as selectman. His wife, Eliza A., is a daughter of Benjamin Bowerman, of St. Albans, Me. They have had two children, Benjamin H., who died in 1875, eighteen years of age, and Martha J., at home.

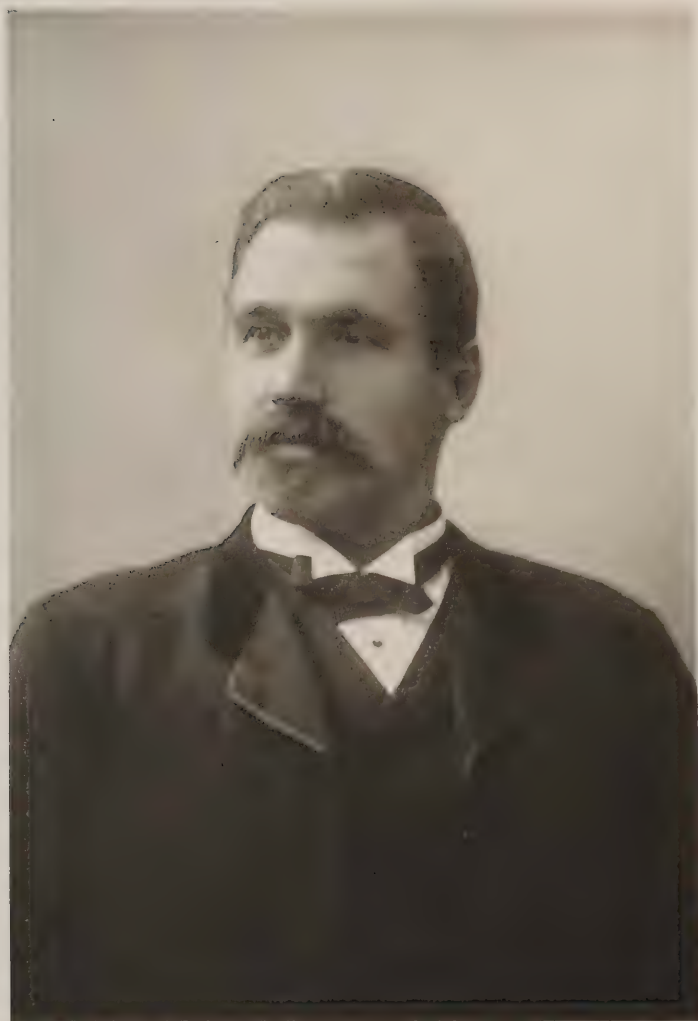
Mrs. Sophia E. Gould, of Falmouth, is the only surviving child of Ezra Bourne, who came to Falmouth prior to 1825 from Buzzards bay, where his father, Dea. Bethuel Bourne, lived and died. Ezra married a daughter of Joseph Crocker, and was lost at sea. His widow then married his brother, Warren N. Bourne, who died here in 1881.

CAPTAIN CALEB O. HAMBLIN is a worthy representative of the seafaring men of the Cape. The line of descent in his ancestry is direct, though far removed, from James Hamblin, who was a member of Mr. Lothrop's church and who settled near Coggin's pond in Barnstable, in 1639. The records of the family, Mr. Otis tells us, are deficient. Benjamin Hamblin, the captain's grandfather, was born in Sandwich during the last century and was, in 1812, captain of a company sent out from Sandwich. Caleb, his eldest son, and the father of the present Caleb O. Hamblin, was born in the village of Snake Pond, now Forestdale, in Sandwich, and became a seafaring man. On his last voyage from the West Indies, he brought as a stow-away,

the well-known Doctor Harper of Sandwich. Caleb was twice married and reared eight children. The first wife had two children: Sylvanus F., who married Captain Nathaniel Hamblin's daughter Hannah, and died in California leaving a widow and three daughters; and Chloe F., who married Mr. Tripp of Springfield, Mass., who died in Andersonville prison, leaving two sons, and his death was the direct cause of her subsequent fatal illness. The second wife was Mary A. Kern, sister of Theodore and Francis Kern, who for several years successfully managed the Boston and Sandwich Glass works. Her children were: Mary Ann, wife of Cyrus Bassett, who spent the summer of 1889 in North Carolina for her health; Caleb O., the subject of this sketch; Elias Thacher, glass blower in New Bedford; George H., who died in California; Theodore F., residing in Montana; and A. J. Hamblin of West Falmouth.

Captain Caleb O. Hamblin was born in Forestdale, Sandwich, Mass., January 28, 1835. At the early age of ten years he commenced work at the Sandwich glass factory, receiving but two winters schooling after he was eight years old, which fact necessitated much studious labor in the forecastle in after years. At fifteen he went to sea in the brig *Ocean* of Sandwich. The voyage proved a failure and the next year he made a second voyage in the same brig and managed to pay his outfit for the first. His third voyage was in the brig *Amelia* of Sandwich, in which he was advanced to the position of boat-steerer or harpooner. He next made two voyages in the ship *Congress* of New Bedford, Captain Reuben Kelley, in the Indian ocean, and on the second voyage he acted as second mate. Captain John C. Hamblin was master of this ship on the second voyage and mate on the first. Captain Kelley, former captain of the *Congress*, then induced Mr. Hamblin to ship with him as first mate of the ship *Governor Troupe*, and after twenty-eight days at home, he again went to sea on a voyage of forty-two months, returning with a good cargo. His worth having been made apparent, his employer, Edward C. Jones, of New Bedford, the agent and part owner of the last two ships, offered him the position of master of the ship *Robert Edwards*, bound for the Indian and Pacific oceans. On this voyage of forty-eight months he went around the world, returning with a good cargo of oil.

He afterward made two successful voyages as master and part owner of the ship *Eliza Adams*. He was accompanied by his wife and family on these voyages extending over eight years. He afterward made part of a voyage in the ship *Milton*, to the Arctic ocean, being compelled to return home on account of sickness. His last voyage was as captain and half owner of the brig *Henry Trowbridge* of Stonington, Conn., on a sealing and whaling voyage off Cape Horn. They encountered many hardships and on the passage home, during a ter-



Caleb C. Hamblin



RESIDENCE OF CALEB O. HAMBLIN,

West Falmouth, Mass.

rible tornado, the vessel became dismasted and sprung a leak, compelling him to make the Azore islands under juremasts, a distance of 750 miles, where he sold the brig and shipped his cargo to Boston. He arrived home December 29, 1882, and on account of the sickness in his family considered it his duty to remain.

The daring of the captain often led him into danger. One of his narrow escapes from death is of peculiar interest. While second mate of the *Congress*, he made fast to a sperm whale on the coast of Australia, and as he stood in the bow of the boat, lance in hand for another throw, the monster with open mouth, struck the bow of the boat under his feet with such force as to break it in, and Captain Hamblin was thrown partly into a pair of jaws twenty-two feet long. His right leg was wholly in the whale's mouth and he astride the jaw, was carried down some fifty feet. With wonderful presence of mind he took two turns of the lance line around his hand, the other end being fast to the boat, this being the only way presenting itself as a means of escape, from the jaws of death. At the end of the downward ride, the length of the prescribed rope, the jerk came, as he had anticipated, and although the strain to his arm was of course terrible the arm was not torn off as he feared, but with an ugly wound along the leg, from a single tooth, he was drawn from the whale's mouth and to the boat.

In March, 1863, he married Emily B. Robinson, daughter of Irving Robinson, a shipbuilder of Woods Holl, who worked on the *Awashonks* and other vessels built there. Mr. and Mrs. Hamblin have five boys living: Caleb E., born February 22, 1864; Sylvanus A., born February 23, 1868; Winfield S., August 11, 1873; Percie C., June 14, 1875; and Robert W. Hamblin, born April 14, 1877. Two sons and two daughters died in infancy. The oldest and the youngest of the living children were born in Falmouth, the second on the *Eliza Adams*, in mid-ocean, the third in Australia, and the fourth in New Zealand.

In 1870 Captain Hamblin bought the Swift place in West Falmouth, and built up his present beautiful residence, where he enjoys the fruits of a well spent active life. He loved his profession and excelled in it. He shrinks from the entanglements of a political life and although he takes a deep interest in national and local civil affairs, and is a member of the republican party, he declines office. His support is freely given the Methodist Episcopal church, and his life is an exemplification of the golden rule. He is yet in the full tide of life, enjoying rest from dangers and toils which have enrolled his name high among those who have made the Cape conspicuous in the maritime world.

CAPTAIN JOHN C. HAMBLIN.—The family of which Captain Hamblin was a worthy representative is found in the first settlements of

Barnstable and Falmouth, filling places of trust in the church and in the affairs of the plantations. Among the lines of descent we find Benjamin, a resident of Falmouth during the latter part of last century, who reared a son, Benjamin, the father of the subject of this article.

Captain Hamblin was born in October, 1829. He was educated in the common schools, and at the age of twenty he commenced a seafaring life, choosing that branch of the service most congenial to his nature—whaling—which he followed in its various subordinate appointments for eight years, when he took command. His first voyage was in the bark *Lagoda*, and the three succeeding ones were in the *Congress*, both vessels of New Bedford; then two voyages in the *Roman*, and in the bark *Islander* he made his last voyage, which he completed in August, 1873, after twenty-four years of active service, sixteen of which he was master. He died at West Falmouth July 18, 1875. His active life was passed on the main and no opportunity was afforded to exercise his executive qualities in the affairs of the town. During the last two years of his life, which he passed on shore, he purchased a store in Falmouth, which he successfully managed until his death. He was an upright man and a Mason, and his humane and social qualities so softened the sterner and courageous elements of his nature that his decease was greatly mourned by a large circle of friends. He was charitable without ostentation, mild, yet decisive, and a true friend and counselor.

He was married in October, 1856, to Maria F. Tobey, whose parents, deceased, were Captain Elisha and Henrietta Tobey, of Monument Beach. The children of Captain and Mrs. Hamblin were: Henrietta T., born in September, 1858; Alice M., born March 2, 1860; Harry W., March 9, 1862; John A., January 14, 1864; Bertha M., August 31, 1867; Benjamin F., May 18, 1869; Ernest S., August 30, 1872, and Leonella B. Hamblin, born December 18, 1875. Of these the four oldest are married—Henrietta T., married Edward H. Thompson of Worcester, Mass., in February, 1883; Alice M. was married in December, 1879, to Horace E. Swift of West Falmouth; Harry W. married Elizabeth E. Howland of the same place, in September, 1883; and John A. Hamblin was married in June, 1888, to Mary E. Greenwood of New Hampshire. The captain's residence was at West Falmouth, where his wife and younger children have a pleasant and happy home.

Solomon Lawrence Hamlin was born in Teticket in 1827. His father, Simeon, was a son of Seth Hamlin. His mother, Nancy, was a daughter of Dea. Solomon Lawrence. Solomon L. Hamlin followed the sea from 1840 until 1870, and was for four years master of the bark *Eugenia*, a whaler in New Zealand and Australian waters. He has been a merchant in Falmouth since 1874, and was deputy collector here five years. His wife is Chloe H., a daughter of Moses



J. C. Hamblin

Robinson of this town. Their family consisted of three sons and two daughters. The oldest son, William B., was lost at sea November 9, 1879. The other sons are in business with their father, and the daughters are living at home.

Vinal N. Hatch, born in 1808, was one of the ten children of Benjamin and Rachel (Mayhew) Hatch. Rachel's father, Joseph Mahew, died in the continental army in the war of 1776. Benjamin Hatch was a son of Jonathan (whose grave was the first in the East End cemetery) and a grandson of Ebenezer Hatch. Vinal N. is the oldest of the three brothers now living. His wife, Martha E., is a daughter of Ezekiel E. Swift. Mr. Hatch is a mason by trade. His children are: Mahala S. (Mrs. Willard N. Chadwick), Tirzah (Mrs. Fred. Dimmick) and Vinal F. Hatch of New Bedford, whose wife is Ellen F. Phinney of Sandwich.

Benjamin H. Hatch, a brother of Vinal N., was born in 1816. He, like his father, has always been a farmer, and at his father's death in 1861 he was appointed his successor as deacon in the Hatchville church. His wife, Catherine, is a daughter of Gershom Jones. They have five children: Robert H., Etta F. (Mrs. Henry F. Hatch), James J., Ida M. (Mrs. Joseph Phinney), and Wallace—all of whom are married and have children. Deacon Timothy Hatch, of Waquoit, born in 1810, is the other surviving brother of Vinal N.

Shubael N. Hatch, born June 27, 1830, is a son of James H. Hatch, a deceased brother of Vinal N. James H. married Deborah N., daughter of Amasa and Sylvina (Nye) Gifford, who survives him. Their daughter, Paulenia Freeman, is Mrs. James Winslow, of Fairhaven.

Silas Hatch, born in 1833, is a son of Deacon Silvanus Hatch, 1789–1855; grandson of Moses, 1762–1855; and great-grandson of Ebenezer Hatch. Silvanus was a captain at the coast in the war of 1812. Silas, a republican always, is now serving as selectman for his twelfth year. He is often appointed as guardian of minors and executor of wills. His business is farming. His wife, Henrietta M. Davis (deceased), left three children: Herbert C., Eugene P. and Cora M. Hatch. His present wife was Mrs. Elizabeth M. Dillingham.

William H. Hewins is a son of William Hewins, whose father, Amasa Hewins, was a son of William Hewins. William H. was born in Sandwich, Mass., and in 1867 began a small store business, at Falmouth. His business increased and in 1885 he erected the double building which he now occupies. He has been town clerk and treasurer since 1883. His wife died in 1889, leaving one daughter. His father, William Hewins, was born in Sharon, Mass., and was one of seven children. He came to Cape Cod when he was a young man.

Russell Hinckley, born at Marstons Mills, is a son of Chipman and Abigail (Hamblin) Hinckley, and grandson of Nathaniel Hinckley. His wife, Lydia P. Baker, is a daughter of Francis and granddaughter of Obadiah Baker. Mrs. Hinckley's mother was Lucy Berry. Mr. Hinckley's family consists of two sons: Francis C. and Clarence Lincoln, who was born on the day President Lincoln issued the emancipation proclamation. A daughter, Mary G., was drowned, July 3, 1875, aged ten years. She was born on the day Lee surrendered to Grant.

Seba A. Holton, principal of the Falmouth High School, married Grace, daughter of Obed Pierce. In 1881 he became principal of Lawrence Academy and Falmouth High School. He received an honorary degree from Dartmouth in 1887.

William H. Howland⁶ (William⁶, Zacheus⁶, Jabez⁴, Shubael³, John², John¹) was born in North Falmouth in 1816. When he was ten years old—his parents having died—he went to Plymouth county, Mass. He subsequently learned carpenter work and has dealt extensively in lumber, doing business in Cambridge and Boston. He retired from business in 1878 and now resides at West Falmouth, where he had passed several preceding summers. He spent in Quincy, Illinois, at different periods, seven years of his life. He was first married in 1845, to Martha, daughter of Joseph Poor of South Danvers (now Peabody), Mass. She died in 1852. Their children were: Walter Channing, born 1846, died 1848; and Mary Lee, born 1849, died 1882. In 1856 Mr. Howland was married to Helena Maria, daughter of Samuel Eells, of Hanover, Mass. They have two children: Alice Tower, born 1857; and Elizabeth Eells, born 1859. Alice T. is married to George E. Kimball, of Woburn, Mass., who is doing a successful lumber business in Hingham, Mass. They have six children living, having lost their youngest in 1889. Elizabeth E. married H. W. Hamblin of Falmouth, an electrician. They are now living in Portland, Me., and have three children.

James B. Huckins, who has been for fourteen years in the meat business at Falmouth, is a native of Barnstable, where his father, James, and his grandfather, Captain Joseph, resided. This Captain Joseph Huckins is the one who once ran the packet between Barnstable and Boston.

Henry W. Jenkins, born in 1829, is a son of Wilson R. and grandson of Benjamin Jenkins, the latter a soldier in the war of 1812. He has done a carpenter business since he was seventeen years of age, and for a long time did a large business in contracting. His wife was a Miss Nickerson from Harwich. Their family consisted of: Angelia (deceased), Wilson R., Bessie M. and Elvie M. Jenkins. Wilson R. has been engaged with his father in building for several years.



Julius Gony

Myron C. Johnson, the merchant at Quissett, is a native of Onondaga county, N. Y., where he was a farmer prior to 1880. He married Etta E. W., daughter of Azariah, and granddaughter of Abram Wing, of the well known Quaker family of Sandwich, and in 1881 located in Falmouth. He has one son, Asa Edward Johnson.

George W. Jones, born in Falmouth in 1857, is a son of Benjamin F. and Maria C. (Withington) Jones. Benjamin F. followed the sea as commander of whaling ships until 1868, and died in 1879. He was a brother of Silas Jones, president of the Falmouth National Bank. George W. was at sea in early life for about six years. He subsequently went west and was engaged there in a lumber business for a time. He located in Falmouth in 1887, where he is still in business as proprietor of the "Continental Shoe Store."

Josiah C. Jones, born in 1837, is a son of Roland C. and grandson of John Jones. He followed the sea from 1855 until 1877, always coasting, and has made a few voyages since that time. He is now engaged in contract work, fitting cranberry bogs, teaming, etc. His wife, Athalia L., is a daughter of Ebenezer N. Phinney. They have one daughter, Laura A.

CAPTAIN SILAS JONES.—The family of Captain Jones originated in Nantucket. His grandfather, Thomas, came to Falmouth in the year 1750, and married Bethia, daughter of Rowland Robinson, Esq., a leading citizen of the town. Captain Jones' father, also named Silas, was born in Falmouth in 1772. He married Love, daughter of Samuel Shiverick. He was a shipmaster, making several voyages in the China trade and on the northwest coast. He was a representative in the general council in 1839 and 1840, and died April 20, 1845, aged seventy-five years.

Silas Jones, the subject of this sketch, was born in Falmouth, February 25, 1814, and enjoyed the usual educational advantages that were afforded the youth of the town. At the age of sixteen he went to sea on a whaling voyage, with a view of adopting that arduous and hazardous calling as his profession for life. In 1835 he sailed from Falmouth in his ship *Awashonks*, Captain Coffin, for a four years' cruise in the Pacific ocean, in the position of third officer. This voyage was destined to be a memorable one. The vessel had a crew of about thirty men, including officers. When about twenty months out, while passing the group of Marshall islands, just north of the equator, the ship was hove to, near the island Namarik, for the purpose of getting refreshments. The natives came on board in great numbers, and seizing the cutting-in spades, commenced the work of slaughter upon the ship's company, and immediately cleared the deck, killing the captain, first and second officers and four seamen. Mr. Jones succeeded in reaching the cabin, with one sailor boy, named Charley Marshall, and

securing the fire-arms, rescued the ship, after a hard struggle of about one hour. The charge of the ship now devolving on Mr. Jones, he made a direct passage to the Sandwich islands, and in fifty days arrived at Honolulu, and delivered the ship to the American consul at that port. He was offered command, but modestly declined accepting the responsibility until he had acquired a little more experience. But his promotion was not long deferred, and he continued to sail in command of a Falmouth ship until 1864, when he retired from the sea.

In 1865 his fellow citizens of Falmouth elected him, by a large majority, their representative in the legislature of Massachusetts, to which position he was re-elected the following year, serving both terms upon the committee on the Hoosac Tunnel. In 1857-58 he was a member of the board of selectmen and assessors, and for several years heretofore has served as moderator of the town meetings. In 1881, upon the decease of Hon. Erasmus Gould, he was chosen president of the Falmouth National Bank, of which he had been some years previously a director. These trusts, fulfilled with scrupulous fidelity, indicate the estimation in which Captain Jones is, and ever has been, held by his fellow citizens, and vindicate his title to be regarded as a representative man of his town.

He married, May 19, 1845, Harriet B. Robinson, daughter of Joseph Robinson, of Falmouth. From this union were six children: George F., Rowland R., Lucy S., Nellie M., Mary R. (Doane) and Silas, jr.

Rowland R. Jones, son of Silas Jones, was born in 1850. His wife is a daughter of the late Dr. Norman C. Stevens of Boston.

B. Baylies King was born in Mansfield, Mass., in 1824. In early life he was a boat maker, afterward in the carriage business. Subsequently he opened a livery stable in Sheldonville, and from there moved to Attleboro, where he engaged in the same business. He afterward bought a farm in Foxboro, and from there came to Falmouth in 1875. In the following year he became a dealer in lumber and builders' hardware. He is junior warden of Marine Lodge, A. F. & A. M.

Herbert H. Lawrence⁶ (Isaac⁴, 1826-1879; Solomon³, Joseph², John¹) was born in 1857. Isaac was a prominent resident here, filling at different times the offices of justice of the peace, tax collector and deputy sheriff. His wife, Hannah, was a daughter of Winslow and Hannah (Clark) Hall. Herbert H. Lawrence is at present engaged in Teticket in teaming, farming and milk business. His wife is Annie M., daughter of Mayhew Baker.

Hiram N. Lawrence, born in 1840, is a son of Charles C., grandson of Solomon, and great-grandson of John Lawrence, of English descent, who came to Falmouth from West Barnstable. Solomon Lawrence was one of a long-lived family. He lived to the age of ninety-

five; one of his brothers lived to be one hundred years old, another ninety-four, and a sister lived to the remarkable age of one hundred years and one month. Hiram N. learned the mason trade, but for twelve years he took charge of a farm in Barnstable, returning to Te-ticket in 1879, to the homestead farm, where he still resides. His wife, Ellen, is a daughter of Alden B. Landers, of this town. They have one son, Austin, and one daughter, Susan, now Mrs. Joseph Nickerson.

John R. Lawrence, born in 1820, is a son of Solomon Lawrence (1790-1845), grandson of Joseph, and great-grandson of John Lawrence, whose father was Peleg Lawrence. Solomon was a master ship carpenter, building ships at Woods Holl for Elijah Swift. When John R. was but fourteen years old he gave his first note for a suit of clothes and went to Cape Horn. He followed whaling thirty-six years. Mrs. Lawrence was Harriet, daughter of Alex. Clark, of Nantucket, who later had a woolen mill in this town. They have two sons—John Abbott and Harry V. Lawrence. Their only daughter, Lizzie, was Mrs. Dr. Lyman H. Luce, of Marthas Vineyard. She died, leaving one daughter, Bessie, now a girl of sixteen. Harry V. was married November 28, 1889, to Alice Forbes, daughter of Oliver C. and Sarah L. A. Grinnell. She was born on Naushon island July 18, 1868. He has a thriving business here as florist and seedsman.

Joseph T. Lawrence was born in 1849. His father, Thomas R. Lawrence, a farmer, was a son of Joseph and a grandson of John Lawrence. Thomas R. married Almira Bearse, who survives him, since his death in 1864. They had five children, of whom Lyman M. and Joseph T. are the only ones residing in Falmouth. Joseph T. married Jennette Stevens, of Centreville, and has one son, Alfred C.

Lewis H. Lawrence, son of Thomas and grandson of Silas Lawrence, was born in Falmouth in 1823. Thomas and Silas were both carpenters. The business carried on by Thomas was in building houses—all but the frame—in Falmouth, and then taking them south and putting them up there. He died about thirty years ago. He had six sons and one daughter. The sons were all seamen, five of them shipmasters. The oldest brother was a painter by trade, but his health becoming impaired, he went to sea for a few years by advice of his physician. In 1849 he went to California and died there about 1865. Four of the sons, including Lewis H., and the daughter are still living. Lewis H. was at sea when fourteen years of age, and was master of a whaler at twenty-six. He was master on four voyages, averaging nearly four years each, until 1871. He is now doing an ice business here of about eight hundred tons per annum. His wife, Eunice F., is a daughter of Frederick Davis, of Falmouth. They have had four sons, two of whom are living: Augustus and Frederick Thomas.

Oliver M. Lawrence, son of Ansel, grandson of Solomon, and great-grandson of John Lawrence, was born here in 1843. For sixteen years he did a shoe business in Lynn, Mass. He returned to Teticket in 1885, to care for his father, who has since died. His present business is farming and poultry raising. He was married while in Lynn, to Nettie Corey. Their daughter, seventeen years of age, is Bertha C. Lawrence.

Solomon H. Lawrence, born March 15, 1847, is a son of Henry, now living, whose father, Solomon, was a son of John Lawrence, to whom the Lawrence family of Falmouth are now able to trace their ancestry, and who is believed to have been the brother of Joseph Lawrence, an early resident of South Sandwich. Solomon H. married Mary A., daughter of Simeon Childs, of Centreville. They have three children: Sidney W., Howard F. and Edith A. Lawrence.

Henry C. Lewis, born in 1832, is a son of David, grandson of David and great-grandson of Jesse Lewis. His father, after following the sea for some years, enlarged his house, where Henry C. now lives, and carried on a grocery business in it for years. It is the building before mentioned as the hotel of the village for several years.

Thomas Lewis, born in 1806, was a son of Thomas Lewis, and grandson of Lothrop Lewis, whose emigrant ancestor, George Lewis, came from East Greenwich, county of Kent, England. In 1832 Thomas married Cynthia E. S., daughter of Frederic and Rebecca Parker, and they lived to celebrate the fiftieth anniversary of their marriage, in the old home. Their children were: Frederic Thomas, Sarah Butler, Mary Sanford, Charles Sanford and Rebecca Parker. From 1853 he continually held public offices until his death, May 30, 1884. He was chosen a director of the Falmouth Bank in 1841 and continued in service forty-three years, and was secretary of the Board of Trustees of Lawrence Academy, which position he resigned. He united with the First Congregational church in 1842, of which he remained an honored and consistent member. He was a man of intelligence and staunch integrity and faithful in all the relations he sustained. His fellow citizens had full confidence in his administration of public trusts, relied upon his judgment and followed his counsel in matters of business.

William Thatcher Lewis, son of Thomas, grandson of David and great-grandson of Jesse Lewis, was born in 1830, at the homestead, lately burned, where his father lived. Thomas Lewis was a deacon in the Hatchville Congregational church, and a useful man in his time. He was the youngest son of David and Pheba (Crowell) Lewis, who removed from Centreville to Falmouth. William T. is now a painter by trade, residing at East Falmouth, where he is a steward in the Methodist Episcopal church. His wife, Martha, is a daughter of John Swift, and the widow of the late Isaiah T. Lewis.

Shubael M. Norton, son of Constant and Harriet W. Norton, was born in Tisbury, in 1839. He early learned boot making and worked in South Braintree. He enlisted in the Union army, August 8, 1862, with Company B., Forty-third Regiment; re-enlisted August 28, 1863, as sergeant, Third Artillery, serving until October, 1865. He was several times promoted for gallant and meritorious conduct and participated with honor in many important engagements. In January, 1866, he removed to Woods Holl, and worked for the Pacific Guano Company. In 1867 they began the manufacture of sulphuric acid, in which department Mr. Norton has been and is still employed. He is a member of the Charles Chipman Post of Sandwich; has held various town offices. His wife, Mary J., is a daughter of Thomas Robinson, who died in California in 1850. They have three children.

The Nye family are the descendants of John Nye, who had two sons: John Nye, jr., of Sandwich, and Ebenezer Nye of Falmouth, born 1650. This Ebenezer settled about 1688 at North Falmouth, and had four sons: Benjamin, of Woods Holl neck; Meltiah (1682-1750), Elnathan and Bethiah. Meltiah had three sons: Solomon, Meltiah, jr., and Shubael, the latter of whom had three sons: David, Meltiah and Sylvanus.

Daniel B. Nye, born in 1815, is a son of Daniel B. and grandson of Nathan Nye, a merchant of Sandwich. He was born in Sagamore, where his brother Nathan now lives. He followed the sea from 1837 to 1871, in whaling, and was captain seven years. His present business is farming. His wife, Philena D., is a daughter of Joshua, granddaughter of Elihu and great-granddaughter of Seth Nye. Joshua Nye had five children: Elizabeth F., of Providence; Elihu, who died in 1882, his widow surviving; Dr. Alexander G., of Weymouth; Achsah B. Burnham, of Melrose, and Philena D.

David B. Nye, born in 1857, is a son of Thomas R. and grandson of Francis Nye. His wife, Ruth Annie, is a daughter of Rev. Benjamin L. Sayer. They have one daughter, Annie Brainard Nye. Mr. Nye in summer carries on a livery and passenger business at Menauhant.

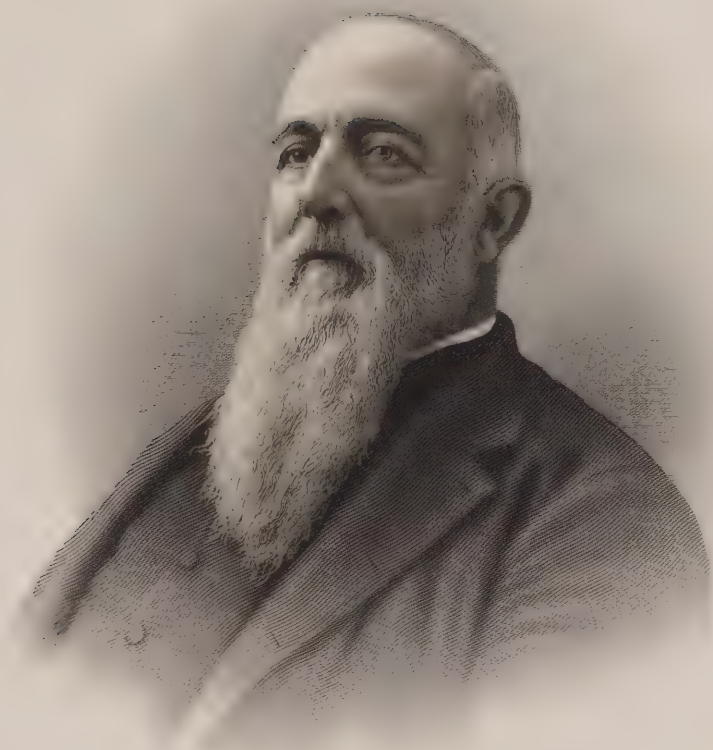
Frederick F. Nye⁷ (Samuel⁶, 1795-1888; Samuel⁵, John⁴, Benjamin³, John², Benjamin¹) was born in 1827. He followed the sea for five years prior to 1849, when he went to California, where he remained twenty years. While there he was married to a lady from Ohio. He is now engaged in farming at North Falmouth on a farm which was owned by his father, a deacon in the Congregational church, who lived here for years. The old house was burned in 1879. Frederick's mother was Betsey, daughter of Captain William Handy of Bourne, a prominent man in his day. He was captured by the French in the trouble leading to the French Spoliation Claims. He built vessels at Red Brook in Bourne.

Herbert F. Nye, born October 4, 1848, is a son of Francis A., grandson of Francis and great-grandson of Samuel Nye. He was educated in Falmouth High School and Phillips Academy in Andover, and on leaving school he entered the employ of the Old Colony Railroad Company. Three years later, in July, 1872, he became station agent at North Falmouth, where he is still employed. His wife is Adelia F., daughter of Franklin and Pheba Nye.

Hiram Nye, born in 1842, is the only son of Alden, born 1814, whose father, Alden, was a son of Elihu and grandson of Seth Nye. Hiram went to sea before he was fourteen years of age, and followed the sea, in merchant service and whaling, until 1886, the last three years as captain of the ship *Fleetwing* from New Bedford. His wife, Lucy M., is a daughter of George Bonum Nye, of Marion, Mass. They have two daughters. Major Joshua Nye of 1812 was also a son of Elihu.

CAPTAIN ABISHIA PHINNEY was born May 1, 1821, in a humble cottage at Waquoit, and was the son of Asa and Annie (Bradford) Phinney. They named him in honor of his paternal grandfather, who was a son of Peter Phinney, one of the early white settlers of that portion of the county formerly included in Mashpee. Asa, whose wife was a descendant of the colony's second governor, was an active citizen in the first days of Waquoit, being its only merchant, a tavern-keeper, and its second postmaster. The family name, now scatteringly represented on the Cape, has been a part of the industrial and civil history of the county for more than two hundred years, and is best known in Falmouth to-day by the resident whose name heads this sketch. He received the education afforded by the common schools of that day, and at the age of twenty-three he went to sea. After a brief experience he became master of a vessel and he continued twenty-four years in the coasting and fishing business, coasting from Boston to Norfolk, Virginia, and cod-fishing. Salt manufacturing on the Cape opened a prosperous trade along Long Island sound and up the Connecticut river, and six years of his coasting were passed in this lucrative branch of trade. Over fifty sailing vessels from the Cape were thus engaged at that time in those waters, until steam vessels and the cars superseded the slow sailing vessels.

Mr. Phinney's success on the Grand Banks was all that could be realized from the energy and industry of a seaman of his nature. He invested in shares of vessels and prosecuted the business vigorously for several years until 1868, when he retired. During twenty-four years of coasting and fishing, twenty-one of which he was master, no accident of a serious nature occurred. His small craft was run into Waquoit bay, but the major part of the vessels he was connected with made Woods Holl the home port.



Abisha Dunning

While yet at sea he married Rebecca Briggs of Dartmouth, who at her death left two sons and one daughter. Of these only the daughter, Pheba A., survives. She is the wife of Benjamin F. Crocker of New Bedford, a representative of that illustrious family on the Cape. Their children are: Rebecca F., Addie and Allen. For his second wife Captain Phinney married Hannah B. Crocker of Barnstable, one of the descendants of the well known and worthy Bourne family. From Richard Bourne her line of descent is through Shearjashub, Meltiah, Silas, Meltiah, Hannah, who married Zenas Crocker, and Zenas, their son, who had seven children, of whom Mrs. Phinney was the fourth. Many valuable and antique pieces of furniture belonging to the ancient progenitor of this family were willed to Mrs. Phinney, and are now held by her as heirlooms.

Captain Phinney is an active participator in the affairs of the town, and although declining office, has been the frequent representative of his town in republican conventions of the county. He has been through life a supporter of the Methodist Episcopal church of his village, and for the past twenty years has been a consistent member, aiding greatly in its material and spiritual existence.

The culture of eight acres of cranberries forms a portion of his business, and he still finds time to fill a large shop with material for manufacturing barrels, of which he has several thousand made annually. He continues his avocations on land with that perseverance which characterized his career on the sea. He is prominent in all enterprises for the advancement of his fellow-men, and his counsel is sought in matters of church and state. He is a worthy connecting link with the days when the fishing and coasting business was the industry of the Cape, and when Barnstable county in every manner took the highest award for efficiency on the sea.

Obed Pierce, son of Pardon Pierce of Dartmouth, Mass., and grandson of Elisha Pierce, of Westport, Mass., was born in Dartmouth, Mass., in 1827, and in 1855 located at Falmouth, where he married Eliza J., daughter of Ephraim Lawrence. Between the years 1840 and 1876, Captain Pierce was in the whaling business in the Atlantic and the Pacific oceans, and was master on three of these voyages. His only son is Howard L. Pierce, and his only daughter, Grace L., is the wife of Professor S. A. Holton.

John Cleaver Potter, son of Daniel A. and grandson of Daniel L. Potter, who died in Middlebury, Vermont, was born in 1855. This family are in the same family line with Clarkson N. Potter and Bishop Potter of New York. John Potter's mother, Celia (Gifford) Potter, born in Teticket in 1831, died in 1861, was a daughter of James and Mary (Hatch) Gifford. James Gifford was a brother of Braddock Gifford, mentioned on page 688. James Gifford's children were:

Harriet N., Lizzie Y., James, Celia W., Isabella, Mary M. and Watson H. Gifford. Of these only Harriet, Mary and Watson are living. John Potter is now doing business in Boston. His wife is Christina Thomson Neill. They have one child living, Ethel May Potter. Their only son died in infancy.

Solomon D. Robinson, a son of Rowland and grandson of James Robinson, a descendent of Rev. Isaac Robinson, was born in Falmouth in 1828. He was a merchant in Taunton several years prior to 1866, when he came again to his native town. He is the efficient superintendent of Oak Grove Cemetery.

David L. Sanford, born in 1817, is a son of Ephraim and grandson of William Sanford, who with his two brothers, Samuel and Benjamin, came to this country from Wales. Benjamin was a soldier in the revolution, and subsequently customs officer in Falmouth. By trade he was a cabinetmaker, and there are many desks now in Falmouth that were made by him. David L. Sanford is a carpenter, and has done quite a business in putting up houses in the South. His first wife, Betsey L., was a daughter of Francis Fish of Falmouth. After her death he was married to a daughter of Isaac Buck of Barnstable. She is not living.

John T. Sherman, son of Charles and Mary (Baker) Sherman, and grandson of Benjamin Sherman, was born in East Falmouth in 1826. His mother was a daughter of Obediah Baker of this town. He is a mason by trade, and was engaged in this business, in New Bedford, for over thirty years. He returned to Falmouth about five years since. He is also engaged in cranberry raising, having three acres of made bog and some rough bog in preparation. His wife, Mehitabel B., is a daughter of Andrew Baker. They have one daughter, Grace P., thirteen years of age.

ASA SHIVERICK.—This family name, illustrious through five generations in Barnstable county, is well represented in Falmouth to-day by Asa Shiverick, of Woods Holl. He was born in East Dennis, January 14, 1816, and that town justly claims the honor of his early citizenship and his enterprises, with those of his father, which we record in the Dennis chapter. The progenitor of all who bear this name was the Rev. Samuel Shiverick, of Falmouth, an early settler, a pastor and teacher. His son, David, was the father of Thomas, the grandfather of the present Asa Shiverick, whose father, also named Asa, removed to Dennis, where he married Susannah Howes, a descendant of the original Thomas Howes of 1639. Asa and his brother, Thomas, a resident of Chicago, and Sarah, wife of Richard Sugden, are the only surviving children of that generation.

During boyhood the subject of this sketch received a limited education in the primitive common school of East Dennis, and at the age



Asa Shiverick

of seventeen went to Boston to commence work in Lot Wheelwright's ship yard. In 1834, when eighteen, he went to Kennebunk, Maine, and worked during the summer, returning in the winter to enjoy a single term of school in the new academy, or select school, that had been established in his native village. After another season in Boston, in 1836 he went to Buffalo, N. Y., where he worked one year. He returned to East Dennis in 1837 and engaged in building vessels with his father, who was then in that business. Asa and his brother, David, went into the copartnership at that date, and later, Paul and another brother joined them, the father retiring in 1849. From 1839, the date of the launching of the brig *Giraffe*, until 1854, when the schooner *Searsville* was completed and launched, these enterprising men built a vessel each year, and in the year 1852 they built two. Between the years 1850 and 1862 they built eight ships, which were not only a credit to Mr. Shiverick, but are pointed to with pride by the citizens of his native village.

On the sixth of December, 1838, Mr. Shiverick married Mary Sears, sister of Nathan Sears. She died July 21, 1847, leaving one son, Charles. He then married Betsey C., the widow of Jotham Howes; she died November 13, 1855. These wives were sisters, and daughters of Edmund Sears, a descendant of the original pioneer of that name. His last marriage was May 14, 1857, with Ruth Tobey, daughter of Jonathan H. Tobey, also of Dennis, and their children are: A. Frank, superintendent of the guano works, Woods Holl; Arthur, Betsey C., at home; Lunette, who married W. O. Luscomb, Woods Holl; and Ruth, at home. Charles Shiverick died at Omaha, Neb., March 18, 1890, where he, with his younger brother, Arthur, had been engaged in furniture business. At his death Arthur became head of the firm.

Mr. Shiverick has led an active life and accomplished much, not in the political intrigues of the day, but in building up industries and institutions, which will remain a lasting monument to his memory. His excellent executive ability has been often sought in the affairs of the body politic, but he as often declined. As a thorough representative of the Jeffersonian principles of democracy, when asked to represent his district in the legislature, his ardent republican friends even admitted his worth; but he preferred the more social and congenial walks of life. In 1886, after ten years of superintendency of the guano works at Woods Holl, he asked to be dismissed, and the request was granted on condition that he would continue his valuable counsel in its business affairs.

His support is given to the Episcopal church, and although conservative and unostentatious in all things, his long life has been marked with that charity and good will to man which has endeared

him not only to those high in state, but to those in the most humble walks of life. In the enjoyment of the well merited confidence of his contemporaries, Mr. Shiverick lives as a marked type of the passing generation of nobility, to which, in every manner, the younger generation is indebted for its prosperity and prospects.

Samuel F. Shiverick, son of Samuel and grandson of Samuel Shiverick, was born in Falmouth in 1828, and when sixteen years of age went to New Bedford and learned a cooper's trade. In 1847 he made the first of six whaling voyages. He has been in the government employ since March, 1870, when he entered the employ of the Light House Department at the Woods Holl Buoy depot. He was in Cohasset depot, near Boston, four years and at Lovell's Island depot eleven years; returned to Woods Holl in 1885, where he is still employed.

Hiram E. Small, born in 1837, is the only son of Arnold Small—born in 1800 at Waquoit—and grandson of James Small. Arnold Small removed to North Falmouth about forty years ago and resided there until his death. Hiram E. is a carpenter. His wife, Joanna, is a daughter of the late Captain Joseph W. Nye, who was a brother of Ferdinand G. Nye, previously mentioned.

Abiel Swift, a farmer of North Falmouth, born in 1816, is a son of Joshua and a grandson of Sylvanus Swift of North Falmouth, and great-grandson of Benjamin Swift, all being in line with this old family of Friends. His brother, David H. Swift, died on a whaling voyage. The grandfather, Sylvanus, built the south—the older—portion of the house where Abiel now lives, and Joshua, in his time, added the northern part. Mrs. Abiel Swift is Isabella, a daughter of Thomas Swift of another family down the Cape. They were married in 1854.

Eugene E. C. Swift⁶ (Thomas L.⁷, Elijah⁸, William⁹, William⁴ William³, William², William¹) was born in 1836. He carried on a mercantile business in Falmouth ten years and at Woods Holl five years. His livery business, and running barges from Falmouth depot to Falmouth Heights, in the summer season, requires thirty horses. His efficient service as postmaster at Falmouth was from 1885 to October 12, 1889. He was in business six years in Cincinnati, where he was married. He has two sons and two daughters.

Ezekiel E. Swift, born in 1828, is a son of Ezekiel, who was a brother of Elijah Swift. His father and uncle ran in a line of packets from Falmouth to New Bedford, via Woods Holl, a line which for twenty-five or thirty years was the only established communication with New Bedford. Ezekiel E. learned ship-carpentry and house-joinery, and, after carrying on business five years at Sandwich as contractor and builder, has since 1852 been similarly engaged at Woods Holl. He married Lucy T., daughter of Marshall Grew. Their chil-

dren are: Helon W., Love F., Hannah B., Eliza A. and Edward E., the last of whom is in business with the father.

George W. Swift⁷ is a son of Elijah⁶ and Hannah (Lawrence) Swift. He was born in 1819. He is a descendant in the line, William⁵, William⁴, William³, William², William¹. William Swift¹ came to this country from Essex county, England. He was in Watertown, Mass., in 1634, and in Sandwich in January, 1642-3. He died in Sandwich in January, 1644 (N. S.). The name at that time was spelled Swyft. Mrs. George W. Swift, married in 1841, is Frances E. Chase from Vermont.

Silas F. Swift⁵ (Moses⁴, Paul³, Benjamin², Benjamin¹) was born in 1835. Benjamin¹ was married to Hannah Wing, February 24, 1703. Their son Benjamin married Waitsell Bowman, and lived near where Abiel Swift now lives at North Falmouth, where Paul³ was born.

George N. Tobey⁷ (John⁶, 1807-1886; John⁵, 1766-1849; John⁴, Eleazer³, John², Thomas¹) was born in East Falmouth in 1846. This ancestor, Dea. Thomas Tobey¹, came from England to this country at an early date and located on Long Island, N. Y., subsequently removing to Sandwich, Mass. John⁴ married Mercy Howes, and their son John married Patience Nye. George N. Tobey's wife is Hattie M. Carver, formerly of Vermont. He was in the East Falmouth store four years, as manager for the association, then for twelve years in a milk business in Somerville, and is now engaged in farming in his native town.

John A. Tobey⁷, born in 1839, is the oldest child of John Tobey⁶. He engaged in carriage building (wood work) in Mansfield prior to 1876. In 1878 he returned to Falmouth, and has since been engaged in farming and cranberry raising. He was married while at Mansfield, to Phebe Webb. They have three children: Willie A., Zama and Hattie Mabel.

Asa Phinney Tobey, born in 1836, is a son of Isaiah and Jane (Phinney) Tobey. His grandfather was John Tobey⁶. For twenty years prior to 1876 he worked at carriage building in New Bedford. Mrs. Tobey was Eliza J. Heyer, of Dartmouth, Mass. She was born in Providence, R. I., in 1838. Their only child, Minnie, is Mrs. Robert Runyon, of Newark, N. J. Mr. Tobey represented Falmouth, Bourne and Sandwich in the legislature in 1885. He is now serving his eighth year as collector of taxes for this town.

George H. Turner is a son of Zenas L., whose father, Japheth, was one of the fifteen children of Japheth Turner. George H. was a farmer in Hatchville until 1884, and in November of that year he began a grocery business in Falmouth, in 1888 adding a bakery business. His wife was Mary P. Chadwick. Their children are: Wendell A. and Annie.

John O. Wicks, born in 1831, is a son of Nymphus Wicks, a seaman,

who died in 1842, and grandson of Elisha and Mary Wicks. He followed the sea from 1849 until about 1866, after which he was employed at an ochre mill, on Marthas Vineyard, fourteen years. He was married in 1857, to Elvira S., daughter of Hezekiah Hoxie, of West Falmouth. They have three children: Chloe L., Charles L. and James H. Wicks. Chloe L., who married Alonzo W. Tilton in 1876, has one son and two daughters.

Joseph S. Weeks, born in 1840, is a son of S. O. Weeks, born 1815, and grandson of John and Susan (Shiverick) Weeks [Wicks]. Susan was a daughter of Joseph Shiverick, who served seven years in the war of the revolution. His father was David Shiverick, who was born in 1726, and died in 1811. S. O. Weeks married Maria R., daughter of James, son of Rufus Fish. She is a sister of Arza Fish, of Teticket. Mr. and Mrs. S. O. Weeks have five children: Susan (Mrs. Andrew Handy), Sarah H. (widow of Ephraim Edwards), Joseph S., Arza F. and Lucy P. (Mrs. Ebenezer Handy). Joseph S. married Lydia B. Swain, of Nantucket. They have two children: George W. and Chester S. When but sixteen years of age Joseph went to sea and was gone four years. At twenty he began a business as carpenter and builder, which he still follows.

Joseph Wing, son of Sylvanus (1789-1847), grandson of Presbery, who came from Sandwich to North Falmouth, and great-grandson of Joshua Wing, who died in Sandwich in 1790, was born in North Falmouth in 1815. Mr. Wing was a blacksmith by trade, but abandoned that business to care for the home place, which he now owns—the house built by Silas Swift in 1783. Mr. Wing's mother, Hannah, was a daughter of Abiel Swift and granddaughter of Sylvanus Swift. Mr. Wing has been twice married, his present wife being a lady from South Boston. He has three children: Mary F. G., who was married in January, 1889, to William F. Garrison, Joseph D. and Susan L.

CHAPTER XXI.

TOWN OF MASHPEE.

Location and Description.—Natural Features.—Early Events.—Incorporation as a District.—Civil History.—Town of Mashpee.—Church and Parish.—Schools.—Mashpee Manufacturing Company.—Military Service.—Some Prominent Representatives.—Industries.—Biographical Sketches.

THIS town, lying on the Vineyard sound twelve miles southwest of the court house in Barnstable, is bounded west by Falmouth, north by Sandwich, and east by Barnstable. It is $8\frac{1}{2}$ miles in length, and four in width. It originally contained about six square miles more of land than is now included; but in the year 1700 a large track on Waquoit bay was annexed to Falmouth. Another tract was later added to Sandwich, and still another at Cotuit was added to Barnstable, reducing the town to its present limits. The name is written Mashpee, but in colonial days names of similar euphony were used—Marshpee, Massapee, Mashpoag, and once, at least, Maktepos. It is south of a chain of hills extending along the north side of the Cape, and is generally covered with wood. The soil is a sandy loam, and, although generally as fertile as any on the Cape, is less cultivated. At the beginning of the present century only twelve hundred acres were cleared. More has been since cleared, but it contains now relatively much more wood land than neighboring towns.

Popponesset bay on the eastern boundary and Waquoit bay on the western, furnish the town with two harbors in connection with the sound. Cotuit river separates the town from Barnstable and is a tributary of Popponesset bay. Mashpee river, two miles west of and parallel with the Cotuit, rises in Mashpee pond and empties into the same bay. These, with the inconsiderable stream called Quashnet river, or brook, flowing into Waquoit bay, comprise the rivers of the town. Mashpee has many ponds, the largest being Mashpee, a beautiful sheet of water two and a half miles long and divided into two parts by Canaumet neck, the northern portion being known as Wakeby pond. There are a score of other ponds of less importance known as John's, of 240 acres, Ashumet, 226 acres, Santuit, 170 acres, and Pimlico, Moody's, Jehews, Flat, Fresh, Salt, Wells, Deans, Wills and Bottles, each of lesser area. It contains others, but none of geo-

graphical importance. In Popponesset bay is an island containing forty acres of excellent land, and in Waquoit bay there are two; between these bays is Great neck, once a favorite resort of the Indians. Some extent of salt marsh is found near the bays, and the best lands are near and around the large ponds.

That this territory was early sought and had long been the home of the natives has been proven in many ways. Mr. Hawley, who labored here as a missionary said: "There is no place I ever saw, so adapted to an Indian town as this." And the state commissioner in a later report said: "It is hardly possible to find a place more favorable for gaining a subsistence without labor, than the territory of Mashpee."

The settlement of a boundary line between the proprietors of Barnstable and the natives was effected in 1658 by the assistance of Richard Bourne, who by his untiring efforts soon after obtained for the Mashpees a patent of these lands from the South Sea Indians, as they were styled in the deeds of that day; he considering it vain to undertake the propagation of Christianity among any people without a home when they might remain on their own soil—a view of the case which has been amply justified. No lands at this time could be sold by the natives without license from the general court, or court of assistants. This early enactment of 1685, and the natural characteristics of the territory, tended to the crystalization of the native element here, which has since been possessed and occupied by them. The same year there were 141 praying Indians.

In 1693 the state appointed guardians who in turn were subject to commissioners, which manner of rule was endured until 1763, when Mashpee was constituted a plantation. In 1760 a Mashpee, Reuben Cognehew, went to England and in person presented to the King complaints against the colonial government, which resulted in the permission to elect their own officers. By an act, January 25, 1777, permission was given to sell certain lands for the poor fund of the district, and eight thousand dollars was thus realized for that purpose.

The dissatisfaction of the Mashpees with the oppressive condition of affairs, assumed in 1833 a determined and formidable aspect. Petitions had been addressed to the governor and council in vain; but Ebenezer Attaquin, Daniel B. Amos, Ezra Attaquin and others resolved once more to seek redress. Accordingly May 21, 1833, a council in Mashpee framed and sent to the legislature a set of resolutions strongly asserting the right of self-government. The leaders in this move were arrested and imprisoned during the summer of 1833 for assuming to practice the rights claimed; but so energetic and persistent were the Mashpees that their memorial, signed by 282 males and females of the plantation, was favorably considered, resulting in the act of March 31, 1834, incorporating Mashpee as a district. They

could now choose their own officers to manage their own affairs, to be assisted only by a commissioner appointed by the state, to which position Hon. Charles Marston of Barnstable was appointed for many years, much to the satisfaction of the Mashpees.

Under the act of 1834, that restored to them these rights, the first selectmen and school committee were chosen, and from this event the Mashpees date their release from civil bondage. The office of commissioner was abolished by the legislature of 1853, and that of treasurer created. The rights of the people in the meantime gradually enlarged, perhaps as fast as they desired; and by the provisions of chapter 72 of the laws of 1842, their lands, which heretofore had been held in common, were partitioned among the proprietors—sixty acres to each—and the deeds duly recorded. This allotment was made in open meeting, embraced all the residents, and conveyed all rights in fee and of sale and conveyance, except to persons not inhabitants. These proprietors then owned their several parcels of land to enjoy all the civil and political rights of citizens of the Commonwealth except that they were not taxed nor represented in state or county government.

The act of 1834 incorporating the district provided that the first election of officers should be held in the meeting house and that the selectmen chosen then, and annually thereafter, should also be the overseers of the poor, surveyors of the highways, and committee of the schools. Ezra Attaquin, Isaac Coombs and Israel Amos were elected selectmen at this first meeting, and between that time and the date of the town's incorporation, Ebenezer Attaquin, first elected in 1835, was selectman 8 years; his son, Ebenezer, 1 year; Isaac Coombs 3 consecutive years; William Mingo, 2 years; Solomon Attaquin, 15 years; beginning in 1837; Daniel B. Amos, first elected in 1840, served 7 different years; Peter S. Foller, first elected in 1842, served 2 years; Moses Pocknett, 1837, 7 years; Matthias Amos, 1840, 7 years; James Amos, 1841, 2 years; Oakes A. Coombs, 1842, 9 years; Nathan S. Pocknett, 1843, 10 years; David Wilber, 1847, 1 year; Joseph Tobias, 1848, 1 year; William James, 1849, 3 years; Elijah Pocknett, 1851, 3 years; Joshua Pocknett, 1852, 1 year; Isaac Jones, 1853, 2 years; Sampson Alvas, 1854, 4 years; William H. Simon, 1856, 7 years; Nicholas P. Keeter, 1857, 3 years; Timothy Pocknett, 1864, 1 year; Walter R. Mingo, 1866, 4 years; Foster Pells, 1866, 4 years; Watson F. Hammond, 1869, and Silas P. Pells, 1870, each 1 year.

Charles Marston, commissioner and treasurer until 1853, was also treasurer until 1865, when he was succeeded by Solomon C. Howland for six years.

The clerks elected by the district were: Daniel B. Amos, elected 1834; James Amos, 1838; Ebenezer Attaquin, 1839; Solomon Attaquin,

1843; William Mingo, 1845; Ebenezer Attaquin, 1846; Solomon Attaquin, 1847; Joseph Tobias, 1848; James Amos, 1849; Ebenezer Attaquin, 1850; Nicholas P. Keeter, 1853; James Amos, 1857; Nicholas P. Keeter, 1859; Solomon Attaquin, 1860; James Amos, 1861; Solomon Attaquin, 1862; Elijah W. Pocknett, 1865; and Benjamin J. Attaquin, in 1866—each of whom served until his successor was elected.

Since the town was incorporated its change of officers has been less frequent. The selectmen have wisely administered its local affairs. Solomon Attaquin served as selectman of the town 2 years; Walter R. Mingo, 8 years; Silas P. Pells, 10 years; Darius Coombs, 7 years; Matthias Amos, 3 years; Foster L. Pells, 1 year; Nicholas P. Keeter, from 1878, for 8 years; William F. Mye and William H. Simon, from 1879, each 7 years; Horatio H. Amos, from 1886, 3 years. The selectmen for 1889 were Darius Coombs, Lysander Z. Amos and Silas P. Pells.

The list of town treasurers, each serving until the election of his successor, includes the names of Matthias Amos, elected in 1871; Virgil B Collins, in 1873; George R. Coombs, 1877; William H. Simon, 1879; Solomon Attaquin, 1884; Horatio H. Amos, 1887; and Walter R. Mingo elected in 1889.

The town has had but three clerks: George R. Coombs, the last clerk of the district, was continued in office until 1879, when Oliver F. Jones was elected and served four years; and the present efficient clerk, Charles F. Hammond, was first elected in 1883.

The present boundary line between Mashpee and Falmouth was adjusted June 18, 1885; and that between Mashpee and Sandwich on the 27th of May, 1887, leaving the Mashpees the present town of considerable importance, and the well-deserved privileges its people had enjoyed since the incorporation, May 28, 1870. The valuation of the town for 1889 was \$158,190, upon which was raised by taxation \$1,800. The number of polls assessed was seventy-five, the town containing sixty-seven dwellings. The sum of \$2,729.41 was disbursed during the year for roads, schools, and other town purposes. Notwithstanding the long years of surveillance and oppression by the Commonwealth rendering the Mashpees distrustful of their own capacity for self-government, the affairs of the town are now as wisely administered and its books as well kept and arranged, as in those adjoining.

The allotment of 1842, already mentioned, did not include all the lands of Mashpee. Five thousand acres remained as the common property of the proprietors until after 1871, when these common lands were reduced by division and sale to individual ownership. On the eighth of April, 1871, Chief Justice Lincoln F. Brigham, in superior court at Barnstable, under the authority of the act of May 28, 1870, appointed Wendell H. Cobb, Cyrus Cahoon and Asa E. Lovell to make

a description and record of the titles and bounds of lands rightfully held by individual owners under the "set-off" to the proprietors of the district in 1842. The Commonwealth had already made extensive and costly surveys of these lands, and the records provided for by Judge Brigham's order are now on file in the office at Barnstable, constituting the basis of all subsequent titles to these lands.

The lands of the Mashpees were in common formerly, and not until their rights to civil and religious liberty were bestowed, could much be expected. Not until 1725 were they permitted to employ persons to build houses on the reservation, and in 1767 there were twenty-one shingled houses, being about one-third of the residences. In 1800 there were eighty houses and a still larger proportion were of the better class. Wigwams had almost entirely disappeared. Thus they improved as soon as the shackles of what they considered slavery were removed.

Four years after the incorporation of the town the population was 278, and in 1880 had increased to 346. The census of 1885 showed a population of 311, of whom 79 were voters.

Happily for the good name of Puritan New England, and happily for the fate of the Aborigines, the most conspicuous relations between the two races grew out of and clustered around the Godly efforts of Godly men to bring the white man's religion to the Indians of the South sea, which civilizing influence was early brought. In 1661, when settlers came to Falmouth, they soon learned to bound their lands on the east by the "Christian Indians'" land. The gospel was preached first among them in 1658, by Mr. Richard Bourne of Sandwich, who earnestly turned his attention to the work of evangelizing the Mashpees, sometimes then called South Sea Indians. This term of South Sea Indians was applied formerly to those occupying the south part of the Cape; they were in different precincts and under sub-chiefs, with the principal chief living at what is now Hyannis.

On the 17th of August, 1670, Mr. Bourne was ordained pastor of an Indian church gathered from his own disciples and converts. The services were performed by the famous Mr. Elliot, assisted by Rev. Mr. Cotton, who came from Plymouth, and others from neighboring churches. Forty years of pastoral duty was then performed by Simon Popmonet, an Indian. He was succeeded by Rev. Joseph Bourne, ordained November 26, 1729, who was led to resign in 1742, when Solomon Briant, an Indian, officiated as pastor for sixteen years, with much opposition to his settlement, but doing much good. Rev. Gideon Hawley succeeded Mr. Briant, April 10, 1758, as missionary and pastor. In 1792 the only Indian church in the Commonwealth was at Mashpee. In 1811 Rev. Phineas Fish of Sandwich succeeded Hawley, and was ordained September 18, 1812. William Apes, a

regularly ordained preacher of the Pequot tribe, in 1833 was adopted by the Mashpees and invited occasionally to preach, which he did until after their incorporation as a district. In 1830 Blind Joseph had organized a religious society of the Baptist persuasion, to which there were many adherents, and which has since represented the prevailing religious sentiment of the people.

In consideration of the permanent organization of a church society, and wishing to control the church property, to which the society had no claim only by legal action, the citizens, under the act of March 21, 1840, proceeded to take the required measures to control their own religious affairs.

Prior to 1834 the Mashpees had the minister furnished for them without consulting their wishes. Rev. Phineas Fish had been quartered upon them, much to their dissatisfaction. The proper warrant for the organization of a parish was issued to William Mingo by Charles Marston, July 10, 1840, to meet at the church on the 20th, and a parish was then formed. At this meeting very strong resolutions were adopted; one was that "Mr. Fish never was settled here as a missionary or minister by any act of the Indians or proprietors;" another, "that Mr. Fish's term ended with the term of the overseers; that we have been trying to get rid of Mr. Fish since we got our liberty in 1834." It seems that a suit in equity was then pending against Mr. Fish to obtain possession of the church property of the parish, the inhabitants having discharged him in 1837. Mr. Fish was present at the meeting. Charles Marston was the moderator and James Amos clerk. Solomon Attaquin, Daniel B. Amos and Matthias Amos were chosen a prudential committee. Among other resolutions there voted was one to "put a new lock upon the meeting house and take possession of the same, and the men who change the lock be safely guarded during the act—". Mr. Fish was forcibly ejected when the meeting adjourned. Rev. David Culver was selected as missionary at the meeting; Rev. Henry Coombs was chosen missionary April, 1841.

In 1842 the parish, in legal assembly, voted again strongly against Mr. Fish, who was yet present in the flesh if not in the spirit. The Mashpees, now managing their own spiritual affairs, were prosperous and united as a parish. Rev. David M. Burdick was chosen as missionary September 3, 1843. It was agreed, in the meeting of 1844, to settle with Mr. Fish "when the next third is allowed them from the Williams fund." Mr. Burdick continued his labors for several years, but some division of interest appeared in a vote in 1847 "to pay Mr. Burdick \$80 on condition that the next meeting allow Joseph Amos \$80." In 1848 Joseph Amos was voted \$20 to date, and the parish seemed harmonious.

Rev. Thomas Wakefield was chosen in 1850, and was succeeded by Rev. Mr. Chapman in 1851. Stephen Coombs was chosen missionary in 1854 and remained until 1859, to be succeeded by Rev. D. S. Hawley. A subscription for a Sunday school library was circulated in 1859, resulting in a hearty response and great benefit. In 1861 E. A. Edwards was chosen missionary, filling the desk until 1865, then was succeeded by Rev. John E. Wood, who remained several years: In 1878, by vote, the committee was authorized to pay six hundred dollars for a missionary, also to repair the meeting house. Rev. William Hurst was chosen in 1886 for one year, and Lemuel G. Waldron, chosen in 1887, was continued through 1889. The chosen faith of the Mashpees is that established by Joseph Amos in 1830, who led the people to the Baptist belief. The Williams fund in charge of Harvard College had been left in 1711 "for the blessed work of converting the poor Indians," and has since been paid to the parish in needful sums for the support of the gospel. The intention of the donor, a clergyman of London, was not to support a Baptist society, but the old orthodox, and upon this Mr. Fish based his claim; but, as we have said, the Baptist faith prevails, and the parish has its yearly meetings, electing officers and voting for preaching, which entitles them to the income from the fund; two-thirds of which they apply to the support of a chosen preacher.

The people met at the house of Joseph Amos, January 4, 1838, and established the present Baptist Society of Mashpee, many of its members previously belonging to the church at Hyannis and elsewhere. It is a strong and prosperous religious society, to which the best citizens are strongly devoted. The parish meetings are regularly held, with Lysander Z. Amos, clerk. The parish has for many years retained W. F. Hammond as clerk. A meeting house had been erected in 1684 in the east part of the town, on the road from Cotuit to Sandwich, and it had been repaired in 1717 by an appropriation of five hundred dollars, and later by other smaller ones; but it still bore the same old style of one door and small windows. In 1854 the house was moved to its present site, near the center of the town, and remodeled.

The people of Mashpee are earnest in the work of temperance, and May 4, 1885, a lodge of Good Templars was organized with twenty members, which had increased to ninety in 1889. A lodge of Juvenile Templars of thirty members is also in successful operation. The hall, library, reading room and the Juvenile organization are all under the control of the elder members of the Good Templars' lodge, and the best results may be expected. The presiding officers of this lodge have been selected from the citizens active in the work, and this combination of social societies is a strong factor for good.

Co-existent with the march of religious teachings the schools have kept pace. One school had been kept prior to 1831, when the legislature appropriated four hundred dollars for the erection of two school houses—one at the North village and one at the South. In 1834 the state appropriated one hundred dollars from its school fund, and from 1835 this was made an annual appropriation. In 1855 there were 105 school children in the two districts. The condition of the state's appropriation was, that the inhabitants should raise annually, by tax, seventy-five dollars, to be used for the same purpose; and this sum or more was thus assessed and raised annually. The year's expenditures for schools, as reported by the committee on accounts, in April, 1889, was \$435.14.

The simple tastes and natures of their fathers were for the wilderness and the solitudes, and formerly hunting and fishing were their chief avocations; but since 1834 attention here has been turned to farming, and the fine farms of the proprietors compare favorably with those of other towns. A company was incorporated under the title of the Mashpee Manufacturing Company, with suitable buildings on the Santuit river, through the instrumentality of Rev. Joseph Wood, then pastor of this people. The object was the manufacture of brooms, which did not prove as profitable as was anticipated, and the right to cultivate cranberries was added to the privileges of this company two years later. Others then took stock in the company; the ponds were converted into cranberry bogs, other lands were added for that purpose, and the company, under the original title, now cultivates nearly fifty acres. In 1872 Captain S. L. Ames purchased the building which is used as a cranberry house. Cranberry culture has proved very profitable, not only to this company, composed now wholly of non-residents, but to the people of Mashpee, who, stimulated by this success, have since largely and successfully engaged in the culture of this fruit in various parts of the town.

This people have been hospitable from their earliest history; and, although owing him fealty, Massasoit, in the war of 1675, 1676, could not induce them to commit any overt act of hostility toward the English. During the revolutionary war the Mashpees were ready and valiant soldiers, doing much service. Rev. Mr. Hawley stated, in 1783, that there were no less than seventy widows in the plantation—the result of that war. A single regiment, raised in 1777 for the continental army, had the following twenty-six warriors out: Francis Webquish, Samuel Moses, Demps Squibs, Mark Negro, Tom Cæsar, Joseph Asher, James Keeter, Joseph Keeter, Jacob Keeter, Daniel Pocknet, Job Rimmon, George Shawn, Castel Barnet, Joshua Pognet, James Rimmon, David Hatch, James Nocake, Abel Hoswitt, Elisha Keeter, John Pearce, John Mapix, Amos Babcock, Hosea Pognet, Church Asher



Solomon Attaguin.

and Gideon Tumpum; of whom only three returned. In the war of 1812 but few enlisted. In the civil war, 1861-5, there were many enlistments, among whom, in the army, were Azariah Brown and Lewis F. Mills, brother of William J. Mills. In the navy at the time were John Sylvester Keeter and his brother Edmund, Darius Coombs, James Dennison, Lysander B. Godfrey, Alonzo Godfrey and James M. Godfrey, three brothers; Lewis Attaquin, James and John Coet, Jacob and Samuel Cowett, Thomas L. Hicks, David Robins, Charles Alvis, John H. Spencer and John H. Thompson.

During the present century there have been born in Mashpee some remarkable men. The wonderful genius of the blind preacher, who, for so many years shone in his glorious power, converting hundreds by his preaching and singing, and to whom the present church of the town looks as its patron saint, will not be forgotten. His descendants, and those of other prominent natives now fill the offices and business positions in the town. Some names have become entirely extinct, with the blood. Poppononett was a chief of the south shore Indians, from whom Nathan S. Pocknet was a descendant. Nathan S. lived on the hill northwest of the west end of Ockway bay. None of the name are left.

SOLOMON ATTAQUIN.—The ancestors of this aged native were born in Mashpee, and were counted in the number of Christian Indians. His father, Ezra, and grandfather, Solomon, were prominent in the affairs of their people and have long slumbered in the Attaquin burying-ground, west of Mashpee pond. His mother was Sarah Jones, an earnest member of the Baptist church. He was born January 28, 1810, in the southwestern portion of the town, near Waquoit, and at the early school in the latter place acquired the rudiments of reading and writing. At the age of twelve he shipped as cook on a fishing voyage to the Grand Banks, serving in this capacity two seasons. At fourteen he shipped on board a whaling vessel, making two long voyages, and at the age of twenty was able to go before the mast in a merchantman. He visited Europe, the West Indies and many southern cities in his voyages, and rose to the rank of mate. In 1834, when Mashpee was incorporated as a district, he retired from a steady seafaring life and assisted the people in their municipal affairs. He was elected one of their first selectmen, an office which he filled, at various times, a period of twenty-two years.

In 1836 he married Cynthia Conant, of Plymouth county, who still survives. Of their two children, one died in childhood, the other married Samuel Jones, and died at the age of thirty-nine.

In 1840 Mr. Attaquin erected the building which, with suitable additions, has since been known as Hotel Attaquin. Several years after this hotel was built, the best of fishing, in close proximity,

induced sportsmen to visit the town, and the Hotel Attaquin became a favorite resort. This property he sold in 1888.

After his retirement from long voyages he, for several years, coasted during the summer between Boston and Albany, as master or mate. In the winter seasons he was often sent to the general court in the interest of his people. While the territory was a district and after it attained the rank of a town he served as town clerk and treasurer, and in other positions wherein his superior judgment and mature years would benefit his people. He is a republican in matters of state, and was appointed the first postmaster of Mashpee in 1871, which position he filled until 1889. While active in secular life, he has been mindful also of the interests of the Baptist church of which he and his wife have been members for the past twenty years. Venerable in his four-score years, he of all others of his people now living, has passed through their comparative slavery, then along the line of their improvement to the full enjoyment of the rights of citizenship. The present generation in their prosperity may well revere the name of Solomon Attaquin.

Sixteen years after Mashpee was incorporated it was, as it still is, a part of the first Barnstable district. In 1885 Watson F. Hammond, a native of Mashpee, was nominated by the republicans, and was elected to represent this district in the legislature, taking his seat as the first one of his people ever elected to the general court of this Commonwealth. He was born here May 24, 1837, and is the son of John Hammond, whose father, John, was originally of Sag Harbor—probably descended from a Montauk Indian. Mr. Hammond's wife is Rebecca, a daughter of Joseph Amos, the blind preacher. Their six children are: Charles H., Nellie W., Alice C., Lorenzo T., Edith L. and Carrie F. The oldest son, Charles H., was born in 1861, and when twenty-one years old began teaching in the South district, and has taught also in the North district. In 1883 Charles H. was elected town clerk, an office which he continues to ably fill. His wife, Mary E., is a daughter of John H. Pompey.

The longest line of descent accurately traceable here is in the Coombs family. Two brothers, now living, both substantial citizens of the town, are George R., born in 1843, and Darius, born in 1845. Their father, Oakes A. Coombs, was a son of Isaac and a grandson of Joshua Coombs—all born in Mashpee. George R. engaged in the farming, cranberry and oyster business. He was elected clerk of the district and served until after the town was incorporated. He has been a member of the school committee about three years, also town treasurer. His wife, Elizabeth S., is a sister of William J. Mills of this town. Darius Coombs has been chairman of the selectmen since 1885. He served in this capacity a period of four years, prior to this.

He has run the daily mail stage from Mashpee to Sandwich since 1877. He was tax collector from 1871 to 1877. His wife, Martha A., Mye, is the daughter of John and Lydia (Pocknet) Mye.

Deacon Matthias Amos, who died in 1885, was all his life a resident of this town, where his father Israel, a seafaring man, was born and lived. The deacon left a snug property for his widow and children. His two sons—Horatio H., born in 1852, and Lysander Z., born in 1858—are enterprising and substantial citizens of the town. Horatio H. went to sea at fourteen years of age, and continued until 1886. Since then he has been selectman, as his father had been, and also town treasurer, two years. His wife is Ella F. Gardiner. Lysander Z. Amos, at twenty-two years of age, was elected collector of taxes and has held the office to the present time. In 1883 he was commissioned by Gov. Benjamin F. Butler as a justice of the peace of the Commonwealth for seven years. In 1887 he was one of the school committee of the town and for the last two years has been treasurer and clerk for the parish. His wife is Flora E., daughter of Nathaniel D. Bearse.

This people had the facilities of a mill for grinding corn as early as the people of plantations adjoining. Papers in the hands of the state's Indian commissions in 1870 show that in 1684 Shearjashaub Bourne purchased of Quitchatassett, the principal chief and others, all the swamp land from Great pond (Mashpee pond) southward to Coleman's bridge, including the present bogs in the Mashpee river valley for one-half mile southerly from the pond. For this grant of land Mr. Bourne agreed to build a meeting house for the Mashpees. After the purchase of the lands Mr. Bourne built a grist mill south of the road, near where stands the ice house of O. M. Holmes, and the present dam north of the road was constructed for the use of this mill. Still later a saw mill was erected on the same dam, which mill was abandoned early in the present century. The grist mill was used until after 1820. Hezekiah Coleman had a mill for grinding corn, situated on the river where the road crosses it north of W. R. Mingo's. This mill was erected before Mr. Bourne's, for tradition says Coleman was compelled to discontinue grinding because the water was held back by Bourne.

The business of the town has recently grown rapidly in importance. Cotuit was a former trading place; but the wants of the people are now supplied within its own borders. Virgil B. Collins prior to his death in 1875, also Captain Seth Collins, his brother, of Waquoit, kept stores. Among the active merchants were George R. and Darius Coombs. Lysander Z. Amos began his store, now the only one here, in September, 1883; he had been engaged in making cranberry barrels for the four years previous.

There has been a post office at Mashpee since 1870, mail being supplied by a stage line from Sandwich. It was run tri-weekly for three years by James Amos, and for four years by Seth Collins, and since 1877, daily by Darius Coombs. Solomon Attaquin served the public as the faithful agent of the government until the spring of 1889, when he was succeeded by O. M. Holmes, who added a nice set of mail boxes to the office. The hotel kept by Mr. Attaquin so long, now by Mr. Holmes, is a famous resort for sporting parties. There are two halls at the north village; the finished one was built in 1888 by a company composed of George R. Coombs, Watson F. Hammond, Alexander Booker, Charles H. Hammond, W. R. Mingo, W. H. Simon and J. H. Thompson. The library reading room was opened June 2, 1889. The officers of the hall and library association are: W. F. Hammond, pres.; C. H. Hammond, sec.; W. H. Simon, treas.

The excellent fishing in the ponds, bays and streams has given the town preference for real sport. Pickerel, eels, bass, bluefish, flounders, cunners, smelt, frost-fish, scup, clams, and other fish are plentifully caught. The Mashpee trout frequently sell for one dollar a pound, when those from other places in New England are quoted at only one-fourth that price. Oysters are a specialty on the southern borders of the town.

The Popponesset bay, between Mashpee and Barnstable, contains some of the finest oyster ground on the southern shore of Cape Cod. The oysters known as "Pells' Best" are grown here. The proprietor of the beds is Silas P. Pells, who was born here in 1838. Besides being a successful business man, he has served acceptably in his town as school committee, constable, and several years as selectman. His wife, deceased, was Lydia Thompson. His present wife, Annie Mye, is of Mashpee.

Oliver M. Holmes was among the Boston people who were attracted to Mashpee by the hunting and fishing as early as 1860. In 1870 he, with his uncle, Levi Morse of Boston, invested quite largely in a cranberry enterprise here, now representing about twenty-seven acres. His house—"Hotel Attaquin"—is a well kept resort, headquarters for the fishing parties frequenting the trout streams and ponds of Mashpee.

William J. Mills was born in Nantucket in 1842, where his father, Joseph Mills, resided. His mother was Dorcas Webquish of Mashpee. He followed the sea, coasting and fishing, from boyhood until 1880. His wife is Adaline B. Gardner. His business is farming and fishing, at which he has acquired a fair property.

WALTER R. MINGO.—As a representative factor of the agricultural importance of Mashpee, this citizen is one of the most prominent. His beautiful residence is located on the rise of land just south of the



RESIDENCE OF WALTER R. MINGO,
MASHPEE, MASS.

village. William Mingo, his ancestor, went to California in 1849, where he died in 1851. He was an active valuable man in the affairs of the plantation prior to his removal.

Walter R. Mingo was born in Mashpee, July 6, 1838, and at the age of fourteen engaged in coasting between the cities of Boston, New York and Philadelphia. He followed the sea thirteen years, before his retirement in 1865. He married, January 20, 1856, Frances C., daughter of John and Catherine Hammond, and sister of Hon. Watson F. Hammond, of Mashpee. Their children are: George H., Walter R., jr., Ella F., Herbert C., Katie M., Russel B., Thomas S. and Laura A. Mingo. Mr. Mingo's fourth child, Nelson D., died before attaining his majority. The eldest daughter, Ella F., was married July 4, 1883, to Isaac Simon, son of W. H. Simon, one of the largest landholders in the town. Isaac Simon, the grandfather of William H., was the last of the natives who could speak the original language. By this marriage of his daughter, Mr. Mingo has four grandchildren: Edward R., Nelson D., Eva M. and Zephaniah E. Simon, who reside near the Mingo homestead.

Although he has the personal supervision of a large farm, and several acres of cranberry bog, Mr. Mingo has found time to serve the town as selectman eleven years, during a period in the history of his town that covers its emergence from a plantation to a corporate body, and in the spring of 1889 he was elected to the office of treasurer. He was one of the original members of the Mashpee Manufacturing Company for the first four years of its incorporation, and his name is found among those who desire the advancement of the best interests of the town. Politically he is a strong element in the republican ranks and in the full tide of life is in every manner the representative man of to-day for his progressive people.

David Lovell was born in Mashpee in 1825. He is a son of David Lovell, also born here, and a grandson of Silas Lovell, who was born in Osterville. David Lovell married Mary A., daughter of Prince P. Gifford. They have had six children—four of whom are still living: Gideon, Abram L., Mary and Almira W.

Captain S. M. Godfrey, born in 1821, came to Harwich when nine years of age. He early in life went to sea in a privateer. In 1841 he settled in Mashpee and married a Mye. He was a partner of Solomon Attaquin in vessels, and has been an active business man. He had eight children, three of whom were in the navy during the war of the rebellion and one since. Lysander, Alonzo and James were the first to enlist, and later Samuel.

CHAPTER XXII.

TOWN OF EASTHAM.

Territory of the Nausets.—Purchase of the Lands.—Settlement and Incorporation of Nauset.—The Present Town of Eastham.—Natural Features.—Early Settlers.—Growth and Progress.—Industries.—Civil History.—Churches.—Burying Places.—Schools.—Villages.—Biographical Sketches.

THE territory of the Nausets, of which the present town of Eastham forms a part, was familiar to the Pilgrims, and its lands had been favorably considered since their visit in November, 1620, when exploring the Cape. In 1622, and years subsequent, they resorted to this territory for means of subsistence, of which the natives had a surplus. In 1640, Mourt says, some of the Pilgrims became dissatisfied with the barrenness of the soil in the vicinity of Plymouth, which presented the seeming impossibility of building up an opulent capital, and they naturally turned their attention to Nauset, from whence had been furnished ample supplies. At this time the purchasers had surrendered to the court the lands embodied in the grant of 1629, as set forth in Chapter IV., and in 1643 a committee of seven, who subsequently became the first settlers, with Governor Bradford at their head, repaired to this territory with a view to determine the feasibility of removing the entire church and seat of government from Plymouth to Nauset. This committee reported, as also had one that was sent in 1640, that Nauset was not as extensive as desired, and was also too remote from the center of the colony to be a suitable location for the seat of government.

The church, while relinquishing the idea of removal as a body, resolved to give those who desired liberty to remove and commence a new plantation. The grant obtained was as follows: "The Court doth grant unto the Church of New Plymouth, or those that go to dwell at Nauset, all the tract of land lying between sea and sea, from the purchasers' bounds at Namskaket to the Herring brook at Billingsgate, with said Herring brook and all the meadows on both sides the said brook with the great bass pond there, and all the meadows and islands lying within the said tract." This grant was for a tract of land about fifteen miles long, extending from Pleasant bay northerly to the south bounds of Truro, bounded east by the ocean, west by the bay and the

reservation of the purchasers, since comprising the towns of Harwich and Brewster. The seven mentioned as a committee settled here in April, 1644, having purchased of Mattaquason, sachem of Monomoyick, the land at Namskaket, Pochet, and all lands extending northward to the territory belonging to the sachem George, the successor of Aspinet, except Pochet island, which the sachem reserved; and of George they purchased all the land belonging to him, extending still further northward. The indians reserved a small neck lying by the harbor on the east side of the tract, which neck the settlers promised to fence that the natives might have a separate corn field; and the privilege was also granted them for digging shellfish in the cove and that they should have a share of the blubber of the whales driven ashore, their proportion of the latter to be determined by the English.

This territory is now substantially embodied in the towns of Orleans, Eastham and Wellfleet. The settlement of the plantation began with Mr. Thomas Prence, Edward Bangs, John Smalley, John Doane, Nicholas Snow, Richard Higgins and Josias Cook, who, with their respective families, constituted a colony of forty-nine persons. In 1646 the entire tract received from the court an incorporation as follows: "June 2d, Nauset is granted to be a township, and to have all the privileges of a township as other towns within the government have." Town officers were elected and in 1647 the first deputy from Nauset appeared at general court. In 1651 it was ordered by the court "that the town of Nauset be henceforth called and known as Eastham;" which name the entire territory bore until the erection of Wellfleet in 1763 and Orleans in 1797; and which name the central portion of the original purchase still bears. In the dismemberment of old Eastham the retention of the name to the middle portion was most appropriate, for here the first settlement of the tract was made by white men, and here for more than 150 years, before its present limits were defined, was the seat of the town government. The old training ground is still pointed out, southwest of the present Eastham depot.

The territory of the present town six miles in length by three in width, has Wellfleet on the north, the ocean on the east, Orleans on the south and Cape Cod bay on the west. Its surface as a whole is a continuous plain, with undulations of hills and valleys, the seashore on the east containing sand bluffs of considerable height. The Indian name, Nauset, still designates the northeastern portion; Silver Spring was the former name of North Eastham; the central portion north of the ponds has been known as Half-way ponds, and to that portion south of the ponds the term Great neck is still applied. A small harbor is on the southeast, one branch extending northerly inside of the beach and the other terminating in the Town cove.

The surface and soil of the town have been, and still are, better than would be supposed by the casual observer. Successive crops of wheat, corn and other grains are produced, furnishing a large amount for export. The sandy tract between Great pond and Town cove, now planted to pines, was once fertile farming land.

Several fresh-water ponds dot the surface, around which the soil is alluvial. The largest of these, Great pond, embraces 112 acres; Long pond, east of that, covers 39 acres; Meeting-house pond, north of the center, contains 17; Herring pond, south of Great pond, has 45 acres, and others of less magnitude swell the aggregate pond surface to more than 225 acres. One salt pond in the southeast part is connected with the harbor.

A tract of oaks and pines in the north part of the town constitutes the principal wood land, although tracts elsewhere about the town are being planted with trees. Along the west shore, from the Orleans line to the bounds of Wellfleet, stretches a sandy flat nearly a mile wide and quite dry at low water, along which are evidences of a once larger growth of timber than now is found anywhere on the Cape. Great Meadow river empties into the bay on this side, and just south is Boat Meadow river, with its marsh extending nearly to Town cove. It is said that high tides have flowed across here from bay to ocean. Some inconsiderable brooks are found that connect with the waters of the bay in the north part of the town, of which the largest are Grape Swamp brook, Snow's, Cook's and Indian brook, in part the boundary between this town and Wellfleet.

Billingsgate point is on the extreme northwest point of the township, on an island three miles from the main land, with which it would seem to have once been connected. In 1822 a lighthouse for the benefit of Wellfleet harbor was erected here; but subsequently the washing away of the remaining beach compelled the removal of the lighthouse to a larger island north, and the lighthouse is now just within the bounds of Wellfleet.

In the south limits of the present town of Eastham six of the original settlers of Nauset erected their first dwellings, Nicholas Snow, of those mentioned, having located on Skaket, now in Orleans. Mr. Prence had two hundred acres of the most fertile land, which is still pointed out as his home farm, also the site where grew the first pear tree planted in Old Eastham. John Doane occupied two hundred acres north of the harbor, which farm is also pointed out by the descendants, and the other settlers were each located on the same number of acres to the westward. They were joined by others from Plymouth and from the older settlements on the Cape, and ten years subsequent to its incorporation as Eastham we find the old town contained these heads of families: Henry Atkins, Stephen Atwood, Richard Booshop,

Daniel Cole, George Crisp, Job Cole, John Freeman, Richard Higgins, Giles Hopkins, Richard Knowles, John Mayo, Nathaniel Mayo, William Myrick, Thomas Paine, Thomas Roberts, Ralph Smith, Joseph Roberts, Mark Snow, Jonathan Sparrow, William Twining, Rt. Wexam, Thomas Williams and John Young.

Still later other settlers were: Thomas Crosby, Samuel Freeman, Joseph Harding, George Godfrey, George Brown, Lieutenant John Cole, John Smith, Stephen Hopkins, Jonathan Cobb, William Walker, Jonathan Higgins, Eldad Atwood, Benjamin Higgins, John Knowles, Thomas Newcomb, Joseph Collins, Jonathan Linnell, Isaac Pepper, John Witherell, William Dyer, George Ward, John Herd, Moses Hatch, George Herd, William Nickerson, Samuel Horton and Samuel Rich. These had settled around the Town cove prior to 1684, mostly north and west.

The claims of the Indians were not fully adjusted until 1666, when they were placed more by themselves at Potanumaquut, that the plantation might not be wholly surrounded by these native residents. The cloud of King Philip's war hung over the plantation, and every precaution was taken for the safety of the settlers. Eastham also furnished men in this war, and provided for home protection by organizing military companies. Samuel Atkins and John Knowles, of the eighteen who went out in 1675, being slain.

The town joined with others in an affirmative vote for a new charter in 1691, and to pay for their share of the expenses mortgaged to John Freeman two islands at Billingsgate. The inhabitants of the town at this time were in straitened circumstances from the suspension of the fishing and agricultural interests, consequent upon the war and the ceaseless vigilance required for the safety of their homes. In 1695 this depression was ameliorated and the affairs of a growing community continued. John Doane, jr., built the stocks and whipping post near the church, more land was laid out and the church enlarged. The people were able, and soon after 1700 each widow in the town was voted four acres of land.

In 1720 a road forty feet wide was laid out from Harwich to Truro, which in part is known as the county road, from which during the succeeding thirty years many others were laid. In 1765 the bounds between Eastham and Wellfleet were marked as follows: "Beginning at a white-oak tree at the head of Indian brook marked E. W., thence due east by marked trees to a marked pine, thence east to the sea; then from the first-mentioned point at the head of the brook, westerly as the brook runs to a stake on the beach at the mouth of said brook, crossing the end of Billingsgate point to the bay."

When Orleans had been incorporated the population of Eastham was reduced to 840; but the town was not retarded in its growth and

action. New records were opened, the salt manufacture was commenced, and a canal was constructed from Great Meadow river to Herring pond. The embargo of a few years later greatly affected the town, and its population was decreased, being in 1809 only 782. During the war of 1812 the people of this town found it impracticable to reach Boston by vessel to exchange for supplies, and a market was found at New York by watching the opportunity to creep along the coast to Sandwich, cart the boats and cargo across to Buzzards bay, and creep along the south shore to that market to exchange dried fish for flour and other necessities.

One of the interesting incidents of the town during the blockade was the capture of Captains Matthew H. Mayo and Winslow E. Knowles, who succeeded in reaching Boston with a whale boat loaded with rye. After an exchange for family supplies, they exchanged their boat for a more capacious craft, and in this were captured. On board the English ship they were offered a ransom, and Captain Knowles was permitted to return to Boston to obtain the money. Captain Mayo was compelled to pilot a crew of British on a cruise, and he contrived to bring the vessel to anchor at Billingsgate point. He then managed to cut and weaken the hawser, which broke, and the vessel went ashore just south of the old camp ground at North Eastham. Captain Mayo waved back Edward C. Clark and George Collins until more men could approach, and when sufficient of his neighbors had assembled, the crew was captured. The British were confined one night in George Collins' barn and allowed to depart the next day, as the town was at the mercy of the privateers; and upon the demand for satisfaction the town paid a large sum.

In 1820 the population had declined to 766; but in 1830 had increased two hundred. Its share of the surplus reveuue, \$2,100, was partly used in constructing a bridge over Boat river, in 1837, and the remainder was the next year, with the interest, appropriated to the support of schools.

For the past half century the population has steadily declined, being in 1840 only 955, and in 1875 it had decreased to 639; in 1880 the population was 692; and in 1885, the last census, it had declined to 638.

An epidemic scourged the town in 1816, which decimated the population, and perhaps directly influenced the town's future prosperity. In the four months ending June first of that year seventy-two persons died. The disease had no regard for age, class or locality, and nearly every family mourned the loss of one or more members.

The town having never erected a poor house, the poor were either assisted in their homes by the officers, or their keeping for the year was let to the lowest bidder; but for many years past the selectmen have arranged for their keeping with those who would keep them in

the most equitable manner for the town. All town meetings were held in the meeting houses—in the one until the Methodists erected theirs, then dividing the use—until 1851, when M. C. Horton, Barnabas Doane, Sylvanus Smith and Seymour Bangs were appointed a committee to choose a site for the town house. The site was selected, and the same year Elijah E. Knowles, Barnabas Doane and Myrick Doane were chosen as a building committee. The house was erected, and since has furnished a place for the public meetings, as well as a suitable hall for rent.

The industries of the town have been varied and scattered over the territory. The most ancient mill was a tide mill in the river that connects Salt pond with the harbor. Tradition cannot furnish the name of the builder, and the only recent evidence of its location was the mill stone in the river half a century ago. Two wind mills have since furnished the people with grinding—one at North Eastham, of which Isaiah Gill and Freeman Horton were the last millers, was taken down twenty-five years ago; and the other in the south part of the town, still serves the public. This latter was moved from Provincetown in 1795 (or a few years prior, as some think) where it was built in 1776. It is owned by Thomas Paine and Seth Knowles.

About 1799, and a few succeeding years, the manufacture of salt received much attention, and was a source of profit. The works along the bay, commencing at the north side, were owned by Nathan F. and Elkanah Cobb, the latter selling his to Edward C. Clark; Joshua Higgins; Barnabas Mayo; George Collins; Peter Walker, who sold to E. C. Clark; Edward C. Clark; Dea. Benjamin Clark; George Clark; Timothy and Joshua Cole; Joshua and Seth Paine; Major Joel Snow; and Benjamin Walker. Around the north part of the Town cove and at Salt pond were: Herman S. Doane; Thomas Cobb; Michael and B. H. A. Collins; George Seabury; Joshua Knowles, who sold to Joshua Cole; Samuel Knowles; Samuel Snow; Joshua and Seth Paine; William and Harding Knowles; and Barnabas Freeman. In all, the number of feet exceeded one hundred thousand, from whose evaporating vats were annually made large quantities of salt. As late as 1837 there were fifty-four plants, yielding 22,370 bushels.

The fishing business was also an early source of revenue, furnishing food and the dried fish being a commodity that in exchange would purchase necessities in any city along the coast. The cod-fishing in 1837 gave twelve hundred quintals and the mackerel, 4,550 barrels. This business, like the salt making, declined, and the past few years but little has been done, except in the four weirs on the bay. The oyster business was once prominent, but their propagation ceased. Clams are still plentiful, but not as much so as formerly. Five hundred barrels of clam-bait have often been furnished from the

town in a single year, of which the digging, opening, salting and heading in casks, give employment to two hundred persons.

The declination of fishing and other industries has created new ones, of which cranberry culture is most prominent. The peculiar adaptation of the soil to the culture of turnips and asparagus, and the increasing demand for these vegetables as an export, has led to a thorough trial which promises good results. Of the latter, forty acres have been so readily and profitably cultivated that nearly as many more have been planted. Some years ago the ice in the bay breaking up ploughed out a great quantity of quahaugs which parties picked up and put on the packet. Sometimes the packet did not sell them all and would bring them back. It was suggested to put those returned in the Salt pond. The quantities of quahaugs that came from this operation were actually fabulous. They could not be thicker, and if some had not been taken out must have died for want of room. Parties raked them and picked out those half grown and shipped a large number of barrels to Boston.

The government found it necessary to invest the shores of the town with safeguards for the world's commerce, and besides the light at Billingsgate, have erected a breakwater for the protection of its beach and harbor. In 1838 a beacon of three lights was erected on the Atlantic coast, in which, with other enterprises of this nature, Captain Michael Collins was prime mover. The life saving station, called Nauset Harbor station, is on the neck near the harbor of that name, and is commanded by Alonzo N. Bearse. This station is one of the Second district, of which Benjamin C. Sparrow is superintendent.

The Camp-ground established in 1828, by the Methodist society in the western part of the town, was noted for many years as a place of resort. Ten acres were laid out and beautified, being incorporated in 1837 as the Millennial grove, which continued a popular place of worship for thirty years.

The decline in population since the middle of the century is, perhaps, not proportionately greater than other Cape towns of like industries. Sons have gone forth to other scenes—to tread the busy marts of trade; but statistics of the present do not indicate the same domestic relations of 1802, when, according to Rev. Mr. Shaw's writings, 122 families, aggregating over eight hundred persons, occupied one hundred dwellings, of which only seven were two stories high. The population is now at its lowest ebb, the dwellings are mostly large and neat, and the business of the town is in a healthy condition. Scattered here and there are some of the substantial dwellings of last century, but greatly modernized, occupied by the descendants of those who rendered the town important at that time. Of these early dwell-

ings that of William H. Nickerson, on the old training ground, is among the most marked. In the visits to the old burying grounds, the sites of ancient churches, and other spots of historic interest, the antiquarian finds pleasure.

CIVIL HISTORY.—In 1646 the town of Nauset, the name of which was changed in 1651 to Eastham, opened books for the registration of births, marriages and proceedings of the town meetings. The proprietors kept a record of their lands and the divisions. Of these proprietors there were 137 in the final division of the remaining uplands in 1743. The records of the proprietors are safely preserved in the town, but the town records were given to Orleans in the division of the towns, and from these Eastham has transcribed the more important. These records abound in ancient enactments deciding ear-marks for the settlers' domestic animals, annual town meetings for the election of officers, votes enabling the constables to collect taxes and giving them half in collecting fines, and in 1659 the military enactments commenced. In that year the civil authorities provided for a military company, of which Mark Snow was captain, Jonathan Higgins lieutenant, and Jonathan Bangs was ensign. A troop of horse was provided for, but this was not difficult, as only three were to be supplied by Eastham; and of these Thomas Prence and Edward Bangs, each agreed to supply one full equipment if the town could supply the third.

The first voting by proxy, or by representation, was in 1661, when for general elections the people could cast their votes in open town meeting instead of the tiresome march to Plymouth for that purpose.

The disposal of the whales cast on the shores occupied the attention of the officers, and in 1662, and many years after, the town voted upon this question, sometimes applying the revenue to the support of the church, at others to town expenses. This year the increase of intemperance among the Indians required strong acts to repress the sale of liquors, and a fine of five shillings was imposed for furnishing it to any one.

Selectmen were first elected in 1663, with many powers which divided more distinctively the civil affairs from the religious; but for many years the court at Plymouth ruled even these offices with religious severity, causing them to whip all who denied orthodoxy, and place in the stocks those who stood outside the meeting house during service.

In 1671 the vote was that no wood be taken from the town, and the bounty on wolf scalps was promised which was doubled in subsequent years. On these matters the town was without party spirit; but in 1691, on the vote to assist in obtaining a new charter, the mi-

nority dared vote against the move. Then for a few years the neglect to attend the town meetings was so marked that in 1705 a vote was carried to fine any freeman who lived within seven miles of the polls if he did not attend.

The jurisdiction of the Indian lands between Harwich and Eastham was settled by committees from the towns—that the jurisdiction of Eastham remain as formerly, that the lands be improved in common, and that Eastham pay annually £2, 10s., to the proprietors of Harwich. The division line was run in 1712 through this tract, and in 1714 the Indians served a notice of trespass on the Eastham selectmen, to settle which John Paine was appointed a committee to go to Plymouth court in behalf of the town.

Many meetings were held in 1721 in reference to the portion of a loan tendered to the town, but it was decided to loan it out on good security. The people were very spirited in their calling for a division of the county in 1734, and failing in this, they were equally as strenuous in urging a reduction of the number of courts. This people, with those of the lower Cape towns, persisted in a reduction of these courts without effect for three years.

In 1754 the town voted that the representative elect remain at home. This was to save the expense of sending him; but the town subsequently had occasion to petition the court for a release from the liability incurred. In 1773 the town met and passed strong resolutions in favor of the rights laid down by the Boston committee, and in 1774 strong action was taken against the use of teas; but there were two parties in the town, the opposition to the Boston move being greatly in the minority. In 1779, on the question of a new constitution, the town vote was thirty against and two for. During the war of 1812 two parties existed, but those opposed to the war did nothing to thwart the demands of the government. In 1856 a large majority espoused the doctrine of free soil, and identified themselves with the party that soon came to rule the people during the struggle that ensued. With true loyalty the town in its actions did all it could in furtherance of the quelling of the rebellion.

The reader is reminded that the officers named in the following paragraphs were the officers of Nauset until 1651, and that during that period and until Wellfleet and Orleans were incorporated, many of these men were leading residents of the districts not now included in Eastham.

The deputies, dates of first election and terms of service, were: In 1647, Josias Cooke, 13 years, and Richard Higgins, 7; 1648, Nicholas Snow, 3; 1649, Samuel Hicks, 2, and John Doane, 6; 1654, Daniel Cole, 12, and John Freeman, 8; 1655, Richard Sparrow, 3; 1660, Nathaniel Mayo; 1668, Jonathan Sparrow, 18; 1671, Thomas Paine, 7;

1674, Jonathan Bangs, 3; 1675, Mark Snow, 6; 1680, John Cook, 2; 1690, Thomas Paine, jr., 2.

The representatives were: 1692, Jonathan Sparrow, 2, and Jonathan Bangs; 1693, John Doane; 1696, Thomas Paine; 1697, Samuel Knowles, 23; 1698, Israel Cole, 4; 1702, Joseph Doane, 2; 1709, John Paine, 9; 1711, Samuel Mayo, 2; 1722, Isaac Pepper; 1730, Joshua Higgins; 1731, William Paine, 6; 1735, Ralph Smith; 1751, John Freeman, 4; 1756, Solomon Pepper, 3; 1757, Jonathan Doane, 6; 1758, Sylvs. Snow, 2; 1767, Willard Knowles, 2; 1768, Elisha Doane, 3; 1769, Thomas Paine, 5; 1772, Barnabas Freeman, 10; 1774, Naaman Holbrook; 1775, Amos Knowles, 2; 1778, Josiah Rogers; 1782, Nathan Doane, 4; 1785, Elijah Knowles, 10; 1797, Simeon Kingman, and Michael Collins; 1798, Benjamin Clark; 1800, Elisha Mayo, 2; 1802, Samuel Freeman, 11; 1811, John Doane, 3; 1813, Heman Smith, 3; 1818, Joshua P. Atwood, 2; 1820, Harding Knowles, 5; 1829, Jesse Collins; 1831, Samuel Knowles; 1832, Michael Collins, 3; 1834, David C. Atwood, 2; 1836, George Collins, 2; 1838, Philander Shaw, 2; 1840, Bar. Freeman; 1841, Henry Horton, 2; 1843, B. H. A. Collins; 1844, Elijah E. Knowles, 2; 1848, Barnabas Doane; 1851, Scotto Cobb, 2; 1853, Reuben Nickerson; 1854, Jonathan Snow; 1855, Elijah E. Knowles.

The selectmen have been as follows (the dates preceding the names show the years of first election, and if the same man was again elected the whole number of years of service is indicated): 1663, John Freeman, 10, Nicholas Snow, 7, and John Doane, 14; 1665, Edward Bangs, 2, and Richard Higgins, 3; 1667, Mark Snow, 18, and Daniel Cole, 9; 1670, John Doane, jr., 8, and William Nickerson, 2; 1671, Jonathan Sparrow, 10, and Thomas Paine, 19; 1673, Joseph Harding; 1674, Jonathan Bangs, 3; 1687, Daniel Doane and Jabez Snow, each 4; 1688, Benjamin Higgins; 1690, Thomas Mayo, 12; 1691, Thomas Paine, jr., 3, and Isaac Pepper, 11; 1692, Samuel Knowles, 6; 1693, Samuel Freeman, 6, and John Paine, 6; 1694, Israel Cole, 5; 1695, Edmund Freeman, 7; 1697, Daniel Cole, jr.; 1698, Samuel Paine, 6; 1700, Samuel Mayo, sr., 6, Thomas Mulford, 4, and Joseph Doane, 5; 1703, Joseph Snow, jr.; 1706, William Freeman; 1707, Nathaniel Freeman; 1717, Edward Knowles, 10; 1718, Micajah Snow, 4; 1719, Jonathan Young, 2, and Israel Doane, 3; 1722, Samuel Knowles, jr., 6; 1733, Samuel Doane, 8, and James Rogers, 7; 1735, Benjamin Higgins; 1736, John Knowles, and John Freeman, 3; 1736, Ralph Smith; 1737, Samuel Doane, 6, and Samuel Freeman, jr.; 1738, John Rich, 5; 1741, Samuel Knowles, 3; 1743, John Freeman, 2, Jabez Snow, jr., 2, Zoeth Smith, 6, Jonathan Doane, 2, and Sylvanus Snow, 2; 1744, Thomas Knowles, 3, Joshua Higgins, jr., 8, and Jeremiah Mayo; 1747, Samuel Smith, Amos Knowles and Jonathan Smith; 1749, Joshua Knowles, 2, and Edmund Freeman, jr., 2; 1750, James Higgins, 7; 1752, Ebenezer Higgins, 2;

1754, Daniel Doane, jr., 4; 1760, Ebenezer Atwood and Willard Knowles, 4; 1761, Joseph Cole, 14, and Samuel Smith, 3d, 4; 1762, Samuel Doane, jr.; 1765, Joshua Knowles, 2, and Jonathan Higgins, 12; 1769, James Snow; 1771, Simeon Doane, 6; 1773, Elisha Smith, 2; 1775, Amos Knowles, jr., 5; 1777, Barnabas Freeman, 2; 1778, William Myrick, jr.; 1779, Nehemiah Young, 6, and Nathaniel Mayo, 2; 1780, Jonathan Linnel, jr.; 1781, John Doane, jr., 8; 1782, Gideon Freeman, 2, and Heman Linnel, 12; 1784, Joseph Knowles; 1788, Nathan Doane, and Samuel Higgins, 3; 1791, Joseph Pepper, 6; 1794, Hezekiah Higgins, 2; 1797, Judah Rogers, 2, and James Mayo, 2; 1799, Michael Collins, 2; 1801, James Cole, 4, and Samuel Smith, 9; 1805, David Brown, 4; 1807, Obed Knowles, 9, Harding Knowles, 13, and John Doane, 5; 1815, Elisha Mayo, 2; 1817, Joshua Atwood and Freeman Knowles, 4; 1818, Timothy Cole and George Clark, 2; 1819, Joshua Higgins, 4; 1823, Parker Brown, 4; 1824, Samuel Knowles, 13; 1826, James H. Knowles, 5; 1830, Cushing Horton; 1831, Barnabas Doane, 2, and Barnabas Freeman, 5; 1834, Noah Doane, 3, and Michael Collins, 17; 1836, David C. Atwood, 21, and Joshua Paine, 10; 1845, Alvan Rogers, 4; 1846, Zera Higgins, 27; 1848, Heman Doane; 1849, Jesse Collins and Henry Harding, 2; 1852, Crowell Doane, 4, and Abijah Mayo, 5; 1855, Joshua Knowles, 3; 1857, Joshua Cole, 2; 1858, Prince S. Harding, 8; 1859, Henry Knowles, 4; 1861, Jonathan Snow, 3; 1865, Josiah M. Cole; 1865, Jonathan Snow, 2; 1866, Sylvanus Smith, 6; 1867, John H. Bangs, 2; 1869, Myrick Clark, 3; 1872, Nicholas P. Knowles, 2, and Isaiah H. Horton, jr., 2; 1874, Reuben Nickerson, 2; 1874, Beniah G. Higgins, 2; 1875, Silas H. Stuart, 8; 1876, Nicholas P. Knowles, 7; 1876, Heman S. Gill, 3; 1879, I. H. Horton, 5; 1882, John A. Clark, 3; 1884, R. H. Horton; 1884, Eldad Higgins, 7; 1885, J. N. M. Hopkins, 3, and T. K. Paine, 5; 1888, James Phillips, 2; 1890, Freeman A. Collins and George O. Mayo.

The succession of incumbents of the important office of town clerk is shown in the following list, wherein the date of commencement of each man's service is noticed: 1646, Nicholas Snow; 1663, Mark Snow; 1676, Daniel Doane; 1695, Thomas Paine; 1704, John Paine; 1729, Joseph Doane; 1743, Thomas Knowles; 1746, Nathaniel Freeman; 1759, Jabez Snow; 1761, Edward Knowles; 1774, Gideon Baty; 1779, Richard Knowles; 1782, Isaac Pepper; 1786, Samuel Higgins; 1790, Isaac Sparrow; 1793, Elijah Knowles; 1797, Benjamin Clark; 1805, Ebenezer Paine; 1824, George Clark; 1830, Joshua Paine; 1837, Samuel Knowles; 1842, N. S. Knowles; 1847, David Higgins; 1848, Heman Doane, 2d; 1865, Josiah M. Cole; 1866, Joshua Paine; 1874, Heman Doane, and since 1878, George H. Clark.

The town treasurers have been: 1646, Edward Bangs; 1666, Daniel Doane; 1676, Thomas Paine; 1703, Joseph Doane; 1709, John Paine;

1731, Edward Knowles; 1741, Samuel Freeman; 1759, Jabez Snow; 1775, Gideon Baty; 1780, Richard Knowles; 1783, Isaac Pepper; 1786, Samuel Higgins; 1791, Isaac Sparrow; 1794, Elijah Knowles; 1797, Benjamin Clark; 1805, Ebenezer Paine; 1825, George Clark; 1831, Joshua Paine. Thus it appears that the offices of clerk and treasurer had practically been one since 1793, and in 1837 they were actually united, since which time the duties of treasurer have devolved upon the men noticed in the above list of clerks of the town.

CHURCHES.—The Congregational Society, the first in Eastham, was transferred from Plymouth in 1644. As soon as possible a meeting house, twenty feet square, was erected near the Town cove, adjoining the first and now unused burial place. John Mayo, in 1646, took charge of the church for a few years, and was succeeded in 1655 by Thomas Crosby, who was "hired to conduct public service on the Lord's Day." He was succeeded in 1672, after a few months without a pastor, by Samuel Treat, who, learning the Nauset language, preached also to the Indians. He continued a faithful pastor until 1715—a period of forty-three years. During this period a new and better meeting house was needed, and in 1676 Dea. Samuel Freeman, Lieutenant Sparrow, John Doane and Thomas Paine were appointed to carry on the erection of a new house near the old burying ground. In 1695 a steeple with a bell was added, which Rev. Mr. Pratt, in his history, says was the first, as well as last, church bell in the town, but the oldest residents do not claim to have any traditions that confirm the assertion. This meeting house was enlarged in 1700, the appropriation being £180, to add fifteen feet, which made the house square.

In 1713 the meeting house was repaired by the committee, Captain Samuel Freeman and Samuel Mayo. In 1714 Mr. Nehemiah Hobart was hired to teach the school and to assist Mr. Treat in the pulpit. Mr. Treat died in 1717. Mr. Lord preached a few weeks, but went to Chatham, when Rev. Samuel Osborn was called. In 1718 the South parish meeting house was erected, to which Mr. Osborn moved. The old church was occupied until a new one was erected in 1720, the site being changed to near the second burial place of this society. Through their agent, Isaac Pepper, the society procured the services of Rev. Benjamin Webb, who filled the pulpit until 1746—twenty-six years. After Mr. Webb's decease Rev. Edward Cheever was installed in 1751, and continued until his death in 1794. Rev. Philander Shaw, who was ordained in 1795, served forty-two years—until 1838.

In 1830 a new meeting house was completed in a more eligible situation, one and a half miles north. Stillman Pratt preached in 1839, and in November of the same year Daniel H. Babcock was ordained, but was dismissed the next year. Solomon Hardy supplied for two years, and in 1842 Rev. Enoch Pratt was called. Edward W. Noble

preached from 1846 to 1849, and was succeeded by J. H. Wells and Stephen Bailey for two years. In 1851 Rev. Ebenezer Chase, the last minister of the society, assumed the pastorate and remained until 1859.

Rev. Mr. Shaw in 1802 made the record that "the people of Eastham are happily united in the same mode of religious worship as in the days of their fathers, there being not an individual in town that does not belong to the Congregational Society;" but his statement long ago was inapplicable, for, after a short term of disuse, the edifice was sold in 1864 for secular purposes, the greater part being used in the construction of the residence of John A. Clark.

The Methodist Episcopal Church was organized here in 1820. It then belonged to the Wellfleet charge, the pulpit being supplied by Rev. E. Wiley. In 1821 a meeting house was erected, and Rev. Edward Hide of the same circuit supplied the desk. Rev. L. Bennett and Mr. Perry preached through 1822, and in 1823 the church was made a separate charge, with Rev. Nathan Paine pastor. At this time the membership was one hundred. The successive pastors have been: In 1825, Rev. E. K. Avery; 1826, Benjamin Keath; 1828, Frederick Upham; 1829, Joel Steele; 1831, H. Brownson; 1833, Lemuel Harlow; 1834, T. W. Brown; 1836, Warren Emerson; 1838, Thomas Ely; 1839, Josiah Litch; 1841, E. W. Jackson; 1842, O. Robbins; 1844, Henry Smith; 1846, Joseph McReading; 1847, Samuel Fox; 1848, Dixon Stebbins; 1850, William Leonard; 1852, Anthony Palmer; 1853, Thomas D. Blake; 1854, William H. Stetson; 1855, George Burnham; 1857, Abel Alton; 1859, Edward Hinckley; 1861, B. K. Bosworth; 1863, C. Hammond; 1865, Benjamin L. Sayer; 1867, Francis A. Loomis; 1868, John L. Fish; 1870, Lawton Cady; 1871, George S. Macomber; 1872, Eben Tirrell, jr.; 1874, John Cooper; 1875, John S. Fish; 1877, Charles N. Hinckley; 1879, Philo Hawks; 1881, Frank Bowler; 1883, S. F. Harriman; 1885, Martin S. Braley; 1888, Samuel Fox. The bell, which was presented by Moses Wileysome twelve years ago, is the only church bell in the town. The present edifice was dedicated November 28, 1851.

Early in 1889 steps were taken to establish a Universalist Society in Eastham. On the 12th of August twenty-three members made John E. Ryder their president, and organized the First Universalist Parish of Eastham. Rev. Donald Fraser, of Orleans, held services in the town hall during the summer, and in August a Sunday school of thirty-three pupils, with six teachers, appointed Luther B. Smith their first superintendent. Measures for erecting a place of worship were considered, Captain Edward Penniman heading a subscription list for the necessary funds and taking untiring interest in the completion of the edifice. A site was donated by W. E. Nickerson, on which a pretty church, forty by fifty feet, was built, and on the last Wednesday in

January, 1890, it was dedicated. The membership of the society numbered forty-nine at that time. I. F. Crosby of Brewster, John Kenrick of Orleans, and others not residents of the town, gave cordial support to the movement, the result of which is a credit to the town of Eastham. The pastor in charge is Rev. Donald Fraser.

BURYING PLACES.—The town has four places of burial, of which the oldest—now more than 240 years old—is that laid out north of Town cove by the side of the first meeting house, and is not used. Two churches were erected near the old ground, and when the third was built another ground was laid out near it, and is the second one of the town. The Methodists next had one laid out by their meeting house—the third burial place of the town; and when the Congregationalists built their last meeting house a fourth—the third for this society—was opened. These are all under the care of the town.

SCHOOLS.—No mention of a school is made in the records of Old Eastham until 1666, when Jonathan Sparrow was hired to teach a school, for which a small appropriation was made by the town, to teach reading, spelling, writing and arithmetic. In 1700 some advancement had been made, but there was yet only one school for the entire town. That year the town agreed to pay ten pence per week for each child, and the people north of the Town cove could have a separate school if the people who wished it would pay the master. In 1713 the Town cove was made the dividing line between two schools, and from neither side of this line should the scholars attend the other. The school was to be located in a convenient place on the north side of the cove, being in the present territory of Eastham, and Peter Barnes was hired to teach. In 1714 Nehemiah Hobart was the master, with a salary of ten pounds extra for assisting Mr. Treat in the ministry.

The increase in population rendered two schools necessary in 1749, each having within its jurisdiction about one hundred families, and a committee for each was appointed. These two schools received more liberal support from the town funds, for in 1762 the schools were removed from private houses to school houses. In 1785 a grammar school was organized, and the following year a still better division of the two districts was effected.

After Orleans was erected, there were only two districts remaining in Eastham; but in 1800 another was created and a school house erected. In 1804 the town needed another district, and the four now had \$120 for their yearly support. The increase in settlers and scholars was now more rapid than in last century, and adding the fifth district only accommodated the scholars of the town for a few years. In 1834 the town was divided into six districts, and three hundred dollars appropriated for the support of their schools. In 1844 these

schools had acquired a standing that compared favorably with sister towns. The report of the committee in 1858 shows the discontinuance of one, and the gradation of the pupils of the remaining districts; and in 1861 the first building for a graded school was erected in what was known as district No. 4. The state school fund was now adding to the growth of the school, and inducing a still better grade. A reduction of the districts to four, with a new house in No. 1, was made in 1862. In 1866 improvement was reported, and still further changes made in gradation and the books used in the schools. In 1867 four districts were supplying suitable accommodations for the scholars, with one male teacher in the principal village. In 1869 music was taught with good results. Much care was taken to have the most competent teachers, although the number of pupils gradually decreased. The schools, during the winter of 1871-2, were taught by students of Dartmouth College, and the advancement in most of the schools was greater than usual. The strictness of these teachers and the flagellations necessarily imposed, led to strong discussions among the patrons as to the right to do so, which was very judiciously disposed of by the school committee.

In 1873 a new school house was urged in District No. 3, then using the old town hall, and during the year one was erected. In 1875 the town received a severe rebuke from the school committee for wishing the abolition of such officers, but the feeling which was consequently detrimental to the interests of the schools, soon abated. In 1876 nine teachers were employed, singing was generally taught, and the pupils were receiving advantages superior to those of any former year. In 1877 the meritorious scholars were reported by the committee, wall maps had been added to the rooms, and other improvements inaugurated to elevate the schools, so that the school year ending April, 1878, showed not only increased attendance, but a high standard of scholarship. The town paid in the year \$1,185 for school expenses. In the school year of 1881-2 six teachers were employed. The truant law had been adopted, the visitors' list was published, a superintendent had been appointed, the schools were better graded, and the people were pleased with the progress. In 1883, the school committee was increased to six and the schools diminished to three. In 1885 there were in the public schools 125 pupils, and \$1,158.41 was expended. For the school year ending April, 1888, the committee expended \$1,182.54, receiving of this \$306.44 from the state school fund, and employing seven teachers.

The condition of the schools in 1889 was much advanced. Regular lessons in music had been given, the attendance being eighty-four for the school year ending in April, but the percentage of attendance was increased from the previous year. The expenditures for the last school year were \$1,160.34, which indicates that the children of East-

ham are enjoying advantages in this respect, that have never been exceeded in the history of the town. They have now three good buildings, conveniently located, and containing every needed device for instruction.

VILLAGES.—This town does not contain the compact villages that are seen in sister towns, but the store, post office, mill, railroad station, town house and churches in the south part of the town form the nucleus of the village of Eastham. It is the largest centre of the town and embraces the territory upon which the pioneers erected their first dwellings in 1644. That the village is scattered across the southern portion of the town is due to the fact that the excellent quality of the soil has rendered rural pursuits the leading industry, in the absence of good harbors and commerce that would tend to develop a more compact business center. A rural, sparsely-settled New England village now greets the eye, with roads winding over knolls and around ponds. Thrift appears in the neat surroundings of the cottages, and the two towering church spires in the distance and whistle of the approaching locomotive remind these aspiring denizens of their approximation to the title of villagers. The county road is embraced in the eastern part of the extended community, and west of this, between the railroad and the shore of the bay, is the most considerable portion of the community. Many residents of the southern part make Orleans their post office and business center.

The primitive stores of last century have passed away, and with them nearly every connecting tradition. During the first years of this century Colonel Samuel Stinson had a store and tavern near the present Methodist church. Others had stores about that time, among which that kept by Joseph Knowles on the hill by the old Congregational meeting house was a favorite resort. He discontinued the business soon after another meeting house was built to the north of the old site, near which Thomas Crosby had opened a store, which interfered greatly with the most profitable branch of Mr. Knowles' trade. Peter Walker, a rhyming blacksmith of the time, who loved his gill of rum as well as any, used in the evening gatherings, to sing this truthful stanza:

“ We've no such lengths to go,
Nor wander far abroad—
Crosby's set up keeping shop
Close to the house of God.”

In connection with the last meeting house built, and when Mr. Shaw was closing his labors with the declining society, another of Mr. Walker's store and workshop ditties was:

“ A learned Treat, a pious Webb,
And Cheever—all no more;
Mr. Shaw then took the helm
And run the ship ashore.”

In 1837 Elijah E. Knowles and Mark Crosby took the store that Joshua P. Atwood had long before opened, near Salt pond. After one year Winsor Snow became a partner with Mr. Knowles and continued another year, when the latter became the sole proprietor. He removed to Orleans in 1885, and the building he occupied as a store is now the storehouse of George H. Clark, near the railroad track. In the month of October, 1871, Edward Clark opened a general store in the present post office building, which he erected for the purpose. He sold the entire business to his son, George H. Clark, who is the present proprietor.

The only industry of recent years was instituted in 1866 by Edward Clark, a currier by trade. He purchased the Congregational meeting house in 1864, the sills and some other timbers of which were used in 1866 in the construction of a large shop on the west shore of Great pond, where he carried on the currying business until 1880, since which date the shop has been used for farm purposes.

A pretty building, with its sitting room and offices for railroad purposes, is the center of attraction for sightseers and tourists. The first train of passenger cars passed through this village on the last day of December, 1870, and the depot was at once erected. Nicholas P. Knowles was station agent until his death in 1883, when the present incumbent, Eldad Higgins, was appointed.

Across the track, in the store of George H. Clark, is the village post office, an institution established here January 1, 1798. William Myrick was the first postmaster, holding the position until October 1, 1807, when Samuel Freeman was appointed, who held it until July 1, 1811. Harding Knowles was then appointed and was succeeded by Joseph Mayo, August 18, 1813, and he by Heman S. Doane, January 3, 1822. Elisha Cobb was the next, appointed March 15, 1827; held until April 13, 1841, when Elijah E. Knowles took the office to his store. August 14, 1843, George Seabury was appointed and September 19, 1860, Henry Knowles succeeded. Four years later Seth Paine assumed the postmastership, which he held until his death, and his widow was appointed in October, 1868, who, with Micah S. Paine, held it until the appointment of George H. Clark in 1878. The office receives two daily mails from the train and accommodates a large territory.

The taverns of former times existed here as the wayside retreat along the county road, and of these that of William Myrick, in the south part, was the most important.

From the citizens of this village a number have been selected to fill government offices of trust, among whom was Elijah E. Knowles, who acted as assistant assessor of internal revenue from 1863 until the

abolishment of the division; and the same person, with Obediah Doane, Abijah Mayo, and others, served as commissioner of wrecks for a term of years.

Here is the Eastham Library of several hundred volumes, an institution established by individual munificence and now supported by the town, the citizens voting a sum yearly. Myrick Clark was its first president, continuing until his death in December last. Reuben Nickerson, Mrs. Isaiah H. Horton and Mrs. Julia Knowles have been the trustees since its organization. The town clerk, by virtue of his office, is treasurer, at present George H. Clark; and the librarian, Mrs. Herbert C. Clark. Every Saturday the library—in the hall over the store of G. H. Clark—is open to the public. One of the principal donors in the permanent establishment of the library was Augustus E. Denton, who gave one hundred dollars. Sixty dollars was voted by the town last year for new volumes and other expenditures.

North Eastham is the name given to the territory of the north part of the town, which embraces the community that centers at the stores and depot under the title above given. It is more level—has more the appearance of a plain—than the south part of the town. Its general productiveness has created broad farms, upon which the citizens more closely follow agricultural than horticultural pursuits. Cook's brook, named from Josiah Cook, one of the pioneers of 1644, empties into the bay to the westward, formerly forming a sufficient harbor for the fishing vessels of the town, and in the decline of the business, comparing the vessels of that day with the boats of the present, the harbor is still sufficient, notwithstanding the filling with sand. At the mouth of this creek the schooner *Belvidere*, of 101 tons, was built in 1812 for Elkanah Cobb, Michael Collins and the Doanes, by a master builder of Plymouth, assisted by Andrew Lincoln and others. The greater part of the timbers were cut upon surrounding territory, which, coupled with the fact that at present many sturdy oaks are seen in this part of the town, indicates to the reader the character of a portion of the soil. The salt-makers along the west shore of this territory have been given.

Stores were opened here early, but subsequently to those in the south part. The earliest we find to have been established prior to 1800 were those of Michael Collins and Elkanah Cobb, and later that of David Brown. Abraham Horton had a store about 1830, which he continued many years, in what is now known as the Nauset House. In 1881 Arthur H. Cobb erected a building and opened a store adjoining Millennial Grove. George P. and Samuel F. Brackett purchased the business in 1886, and are yet there engaged in a general mercantile business. In 1886 Robert R. Horton engaged in the grocery business in a new building near the depot, and after one year sold the

goods to S. S. Dill, who transferred the trade to Alfred H. Gill in the autumn of 1889.

The reader will expect to find the inn with the old stores, but tradition gives no definite data of any prior to that of Abraham Horton, which was the usual stopping place for the early stages to and from the lower extremity of the Cape. He continued until his death, and the old tavern has since been open as the Nauset Hotel, with John Horton proprietor. In the large hall of this hotel the only society of North Eastham meets. In the large building near the depot is Excelsior Hall. In 1886 Robert R. Horton, Caleb Haley, Philip and Reuben Smith, as a company, erected this building, the first floor for store purposes and the large hall on the second floor for a skating rink. The rapid decline of this pastime induced R. R. Horton and Frank Duchman to start a pants factory, which, after four months, was discontinued, and the hall is now kept for rent.

The first postmaster at North Eastham, appointed March 28, 1842, was Cushing Horton, who was succeeded December 15, 1845, by David C. Atwood. September 4, 1871, Abram W. Horton was appointed, keeping the office in the old tavern until 1882, when the present official, Robert R. Horton, was appointed, and removed the office to the depot. The depot was built in 1871, Cushing Horton being the first agent until his death, when his son, Winslow T., assumed the duties. The present agent, R. R. Horton, has been in the employ of the railroad company since 1877.

Longfellow Council, No. 89, of the Order of Home Circle, was instituted April 1, 1885, with twenty-five charter members. Heman S. Gill was the first leader, and was reelected in the December election of 1889. The intervening rulers were Everett G. Dill and Louise H. Ellis.

In this village resides H. Osborn, the superintendent of the French cable, and the office of transmission, near the lighthouse, properly belongs within its limits. The company's main office is in France, from whence the cable was laid, landing at North Eastham in November, 1879. In the office here three relays of competent men—three operators, every eight hours—are constantly employed, and often more. One must receive the message across the ocean, one check, and another transmit the same to New York city. The buildings are ample, furnished with sleeping apartments, billiard room and every convenience. The principal operators employed the past few months were: Chief A. F. Toovey, J. D. B. Stuart, George S. Hall, John Chapman, Frederick Sugg and Ernest Horton. What would be the astonishment of the aborigines of Nauset or the pioneers who purchased and settled their territory if they could see this office, from which lightning messages between the Old and New

Worlds are received and sent by a submarine cable formed of seven copper wires, insulated and protected from the waters of the sea?

BIOGRAPHICAL SKETCHES.

Scatter P. Bangs, son of Seymour and Annie M. (Cobb) Bangs, grandson of Seymour, and great-grandson of John D. Bangs, was born in 1837. He learned the carpenters' trade when a boy. He returned to Eastham in 1888, after having been away twenty-six years. He married Julia, daughter of Hatsel Nickerson. They had one daughter, Lois F., born in Eastham in 1858, died 1862.

Alonzo N. Bearse, son of George and Penina (Bassett) Bearse, and grandson of David Bearse, was born in Chatham in 1842. He followed the sea from 1854 until 1884, since which time he has been on the Nauset life saving station, and since 1887 he has been keeper there. He married Abbie T. Brewer, who died, leaving three children: Linnie O., Jessie C. (Mrs. R. W. Horton) and Washington I. Mr. Bearse was in the late war from August, 1862, until July, 1863, in Company E, Forty-third Massachusetts Volunteers. He is a member of Frank D. Hammond Post, G. A. R., and of Fraternal Lodge, I. O. of O. F.

John Chapman was born in England in 1853, and came to Eastham in 1879, where he has since been operator for the French Atlantic Cable Company. He married Ada B., daughter of William and Annie (Hamilton) Hopkins.

Sara M. Chipman, daughter of Freeman D. and Abigail (Mayo) Hatch, married Barnabas H. Chipman, son of Ebenezer and Martha (Higgins) Chipman. They had three children: Abbie F. (Mrs. John H. Smart), Arthur C. and Edgar W., who is supposed to have died in Texas. Mr. Chipman was a sea captain for twenty-six years prior to his death in 1874.

George H. Clark, oldest son of Edward C. and Rachel (Collins) Clark, grandson of Edward C., great-grandson of Benjamin, and great-great-grandson of Lot Clark, was born in 1847. He has been a merchant at Eastham since 1877, town clerk and treasurer since 1878, and is now postmaster at Eastham. Edward C. Clark married Jerusha^a, daughter of Elkanah Cobb^b (Jonathan^c, Jonathan^b, Samuel², Elder Henry Cobb¹).

Roland D. Cobb, son of Thomas and Priscilla M. (Doane) Cobb, and grandson of Thomas Cobb, was born in 1831. He is a farmer. He married Maria H., daughter of David and Sally (Swain) Higgins. They have one daughter, Sarah M.

Austin E. Cole, son of Joshua and Sophia (Cobb) Cole, grandson of Joshua, and great-grandson of Timothy Cole, was born in 1859. He is a farmer. He married Eulalia A., daughter of James and Hannah R. (Higgins) Savage. They have one daughter, Minnie C.

Josiah M. Cole, son of Joshua and grandson of Timothy Cole, died in 1866, aged thirty-six years. He was a farmer. He married Mary E., daughter of Knowles and Mary (Knowles) Doane, granddaughter of Jesse, and great-granddaughter of Jesse Doane. They had three children: Wilber S., Elsie F. and Josiah A. Wilber S., was born in Eastham, January 29, 1858.

Ezekiel Doane, born in 1812, is a son of Obed and Phebe (Atwood) Doane, and grandson of Sylvanus Doane. He is a farmer, having owned the Governor Prince farm since 1842, where with his two sons, Charles T. and Abealino, he now lives. He married Rachel, daughter of Dawson Lincoln. She died in 1881, leaving seven children: Obed, Josephine, Charles T., William P., Georgiana, Rachel and Abealino E.

Russell Doane⁶, born in 1837, is a son of Isaiah⁷ and Temperance (Knowles) Doane (Heman⁶, Isaiah⁵, Simeon⁴, Samuel³, John², John Doane¹). Mr. Doane followed the sea from 1850 until 1877, and since that time he has been engaged on the Nauset life saving station. He married Lucinda A., daughter of Thomas Paine.

Henry K. Harding, son of Prince S. and Nancy B. (Knowles) Harding, and grandson of Ephraim Harding, was born in 1829. He followed the trade of carriage making with his father until 1864. He was afterward twenty years in Tiverton, R. I., engaged in menhaden oil manufacture. He is now living, retired, at his old home in Eastham. He married Betsey F., daughter of Alvin and Eliza (Gould) Smith. They have one son—George M.—and an adopted daughter—Susie W.

David Higgins, son of Joshua and Mercy (Mayo) Higgins, grandson of Elkanah, and great-grandson of Ebenezer Higgins, was born in 1804. He is a farmer. He married Sally, daughter of Walter P. Swain. They had six children, three of whom are living: Maria H. (Mrs. Roland D. Cobb), Asa and Levi W.

Peter Higgins, born in 1838, is a son of John W. and grandson of Benjamin, whose father, Elkanah, was a son of Ebenezer Higgins. Richard Higgins was born in England and came to Plymouth, Mass., soon after that town was settled, as his name appears in the list of freemen of 1633. He married Mary Gates of Plymouth. He was chosen deputy in 1649, 1661 and 1667, and was selectman three years. His son Jonathan was married to Elizabeth Rogers in 1660, and had eight children. From these have descended all the families of the name in Barnstable county. Peter Higgins is a farmer and fisherman. He served in the civil war from July, 1862, to June, 1865, in Company I., Thirty-third Massachusetts Infantry, and is a member of Frank D. Hammond Post, G. A. R. He was in the lighthouse service four years and has held several minor town offices. He married for his first wife, Harriet E. Baker, who died leaving one son, Henry F. His second

marriage was with Phebe E. Burroughs. They have two sons—John W. and William B.—and have lost three daughters—Sarah E., Florence E. and Flora B.

Elkanah Hopkins, son of Elkanah and Sally (Mayo) Hopkins, grandson of Elkanah and great-grandson of Joshua Hopkins, was born in 1827. He has been a carpenter since 1845. He married Sabra A., daughter of Ephraim Doane. She died, leaving two daughters: Paulina (Mrs. N. J. Kidder) and Effie D., who died. His second marriage was with Alma S. Herrick, who died in 1882.

Isaiah H. Horton, son of Isaiah H. and Rebecca (Higgins) Horton, grandson of Barnabas and great-grandson of Cushing Horton, was born in Wellfleet in 1835. He followed the sea for twenty-five years prior to 1870, and since that time has been weir fishing and farming. He was for six years selectman of the town. He married Rachel, daughter of Whitfield Witherell. Their children are: Osgood W., Ernest R., Betsey E., Lillian R., Myra S., Isaiah H., jr., Obed W., Reuben W. and Lester G.

Robert R. Horton, son of Isaiah H. and Louisa (Doane) Horton, was born in 1856. He has been station agent at North Eastham since 1877, and postmaster there since 1882. He married Jennie A., daughter of Isaac W. Landerkin. They have three children: Elwood R., Carroll W. and Edwin W.

Winslow T. Horton, son of Cushing and Mehitabel (Knowles) Horton, grandson of Barnabas and great-grandson of Cushing Horton, was born in 1844. He is a fisherman. He married Betsey H., daughter of Isaiah H. and Rebecca (Higgins) Horton. Mr. Horton served in the civil war eighteen months, in the Fifty-ninth Massachusetts Volunteers.

Freeman Knowles, son of Freeman and Martha (Mayo) Knowles, and grandson of William Knowles, was born in 1822. He followed the sea from the age of seventeen until 1879, and since that time he has been a farmer. He married Joanna, daughter of Freeman and Phebe (Gill) Smith. They have four children: Walter O., Esther A. (Mrs. S. H. Lincoln), Freeman E. and James P. One daughter, Esther S., died.

Josiah M. Knowles married for his first wife Susan Snow. His second wife was Rebecca F., daughter of William F. and granddaughter of William Knowles. She died, leaving three children: Herbert L., Susan W. (now the widow of Walter H. Dill) and Edward E. Mr. Knowles married for his third wife Mary P. Knowles, sister of his second wife. Since his death in 1885, his farm has been occupied by his widow and his children, Edward E. and Mrs. Dill. Herbert L. married Carrie K. Baker and has one son, Arthur Herbert Knowles, who was born August 6, 1883.

Seth Knowles, born in 1822, is a son of James H. and Ruth

(Knowles) Knowles, grandson of Seth, and great-grandson of Seth, who was a son of Colonel Willard Knowles, who bought the farm where Mr. Knowles now lives in 1742, of the widow of Rev. Samuel Treat. Mr. Knowles is a farmer. He married Abbie, daughter of Francis Kragman. Their children are: Frank I., James G., Seth E. and Abbie M.

Lewis Lombard, born in 1819, in Wellfleet, is a son of Caleb and Abigail (Higgins) Lombard, and grandson of Oliver Lombard. He followed the sea from 1830 until 1886, fishing and coasting, being several years master of vessels. He has lived in Eastham since 1862. He married Lucinda C., daughter of Michael and Dorcas (Cobb) Collins, granddaughter of Michael and Elizabeth (Atkins) Collins, and great-granddaughter of Benjamin Collins. They have two sons: Oliver C. and James H.

Oliver Mayo^s, son of Timothy^r and Lydia (Doane) Mayo (James^s, James^s, Joseph^t, James^s, John^s, Rev. John Mayoⁱ), was born in 1817. He followed the sea for twenty years prior to 1847, and has been a farmer since that time, with the exception of ten years, during which he was in the oyster business in Boston. He married Rebecca F., daughter of Joshua Knowles. She died leaving two children: Ella L. and George O., who has one daughter, Sophia C.

Reuben Nickerson, born in Provincetown in 1814, is a son of Reuben and Keziah (Young) Nickerson, and grandson of Seth Nickerson, who was a native of Chatham, removing from there to Provincetown. Mr. Nickerson has been a farmer and salt maker. He has been representative one term, senator one term, selectman several years, and a member of the school board several years. He married Elizabeth, daughter of Beriah Doane. She died leaving two children: Isabelle and Alpheus, who died. His present wife is Sarah, sister of his first wife. They have had two children: one who died and Herbert D.

Thomas K. Paine, son of Elkanah K. and Mehitabel P. (Knowles) Paine, grandson of Ebenezer, and great-grandson of Isaac Paine, was born in 1833. He followed the sea several years, was sixteen years keeper of Billingsgate lighthouse, and since 1884 has been a farmer, occupying the homestead of his father. He has been selectman of Eastham five years. He married Deborah S. daughter of Joshua and Deborah (Sherman) Paine. They have two children: Edwin C. and Ruth E.

CAPTAIN EDWARD PENNIMAN.—In the upper towns of the Cape are several captains whose sea life has been spent in the capture of whales, but in passing along down the towns of the county we find that Captain Penniman, of Eastham, is the only surviving captain in the northern part of the Cape who has attained special prominence in Arctic whaling. In 1842, when eleven years of age, he first went to



Edward Penniman

sea as a cook on board a schooner bound for the Grand Banks, and on this voyage he experienced the only shipwreck of his long career. The vessel was cast away on the back of the Cape, near the Three Lights, but the crew and cargo were saved. He followed fishing until he was nineteen years old, when Thomas Knowles, of New Bedford, a former resident of the Cape, and one who knew the worth of the young man, asked him if he would go whaling, to which he replied that he would when he was twenty-one. He continued fishing with his father until he was twenty, and soon after, in 1852, shipped for his first whaling voyage to the North Pacific in the bark *Isabella*. His strength and merit enabled him to ship as boat steerer on this first voyage, and in his second, in 1855, he took the position of second mate of the bark *Minerva*, in which, with Captain Swain, he went on a cruise of four years to the South Pacific. In 1860 he took command of the bark *Minerva*, and in this third whaling voyage went again to the South Pacific for sperm. His return from this voyage, during the war of the rebellion, was fraught with dangers from rebel privateers. One of the vessels encountered near the West Indies, and which he was dodging, proved to be commanded by a friendly captain and acquaintance from Provincetown, who was as watchful of rebel privateers as he, and equally suspicious of his craft, and who ran a narrow risk of personal injury from Captain Penniman and his men, who were prepared to give him a volley.

Captain Penniman sailed in the same vessel upon his fourth voyage, and his wife accompanied him to the Arctic. The war was virtually ended, and he certainly feared no interruption from rebel cruisers in that direction; but one day while his vessel lay in a field of ice in a high latitude, the captain of a passing French ship, flying the American flag, asked him to come aboard, and gave him the unwelcome information that a pirate was at a port not far off, where several vessels were in flames by his act. The whale boats were out of sight, and the captain was compelled to fire a cannon before he could recall them. Anxiety to have his men hear the report and return to the vessel induced him to load the old gun too heavily, and the concussion broke the glass of the lights, which in falling so cut the faces of his wife and son, who were in the cabin below, that they looked as though they had themselves been the target of the shot. The boats came in, and Captain Penniman made all sail to a safe anchorage, where he remained a month, until all danger was over from rebel privateers. He subsequently learned from good authority that the enemy was the *Shenandoah*, and that his vessel—the *Minerva*—was the special object of the cruiser's search. He also learned that the enemy's craft had passed near enough to have discovered him had not a fog prevailed.

In 1874 the captain made his fifth voyage, in command of the *Cicero*, from New Bedford, making a short voyage to the South Pacific. In 1876 he went to the coast of Patagonia in command of the *Europa*, completing a long and successful voyage. His last and seventh voyage, on which he started in 1881, was in the *Jacob A. Howland*, to the Arctic regions, from which he returned in 1884, leaving his vessel at San Francisco and returning home across the continent, accompanied by Mrs. Penniman, who had taken three long voyages with him. A singular fact may be stated: he never lost a vessel, but every one in which he sailed has since been destroyed or condemned. The *Isabella* was burned by Captain Semmes; the *Minerva* was lost on the coast of Africa; the *Cicero* was condemned; the *Europa* was wrecked at Japan, and the *Howland* was lost on Johnson's island in the Pacific.

Of the ancestry of Captain Penniman little is known. Scammel Penniman, his grandfather, was a heavy grocer in Boston early in this century, where he died November 12, 1836. He had three children: Fannie, Maria and Daniel—the father of Captain Penniman—who, early in life came to the Cape, where he died in 1872. He married Betsey A., daughter of Samuel Mayo, of Eastham, and had nine children: Elvira, born November 10, 1829, is now the widow of Solomon Mayo, of Eastham; Maria, now Mrs. George H. Sanborn, of New Hampshire, was born September 3, 1833, and first married William H. Tendler, to whom two children were born; George Penniman, of Eastham, born September 18, 1835; James, also of Eastham, born January 24, 1837, married Caroline Dill and has three daughters and one son; Daniel, born March 22, 1840, lives in Maine, and has five children—two sons by his first wife, Phebe Thompson, and one son and two daughters by his second wife, Minnie Johnson; Silas, born January 31, 1842, after serving through the war settled in Maine, where he married and has one son; Charles, born January 6, 1844, was also in the federal army during the rebellion and now lives at Franklin, N. H., where he has a wife, two daughters and a son; Francis W., born January 6, 1846, enlisted in the civil war, passed through many battles, and was fatally wounded at Kenesaw Mountain, and died at Chattanooga, July 8, 1864, aged eighteen years.

Captain Edward Penniman, the second child in this family of Daniel, was born at Eastham, August 16, 1831. His education was limited to the common schools of his native town, but in the fore-castle and the cabin he completed the education which has since enabled him to take an honorable rank among the most successful shipmasters of the Cape. The most of his life has been spent upon the sea and the greater part of thirty-two years as master of whale ships through those experiences already alluded to. In 1868 he engaged in business in Chicago, where he spent the winters of four years, and during the

time passed the summers at Eastham where he was erecting and beautifying his present fine residence. He was married in 1859, to Betsey A., daughter of William F. Knowles, a descendant of that old family name. Their children are: Eugene B., born September 11, 1860; Bessie A., born September 2, 1868; and Edward D., born March 25, 1870.

The captain, now in the meridian of life, is passing his days pleasantly in his home overlooking the sea, to both of which he is devotedly attached. He has never shirked his duty as a citizen, but has preferred to see his neighbors and friends fill the local political offices, himself preferring his retirement amid his pleasant social relations. Of the Universalist church he is a strong supporter and an earnest and liberal friend to all good works. In his kindness and firmness he lives respected by all who know him.

His oldest son, Eugene B., was married in 1890, to Carrie S. Harding, and at this writing is on a whaling voyage as first officer of the bark *Reindeer*.

Francis M. Smith, born in 1852, is a son of Heman and Louissana C. (Crosby) Smith (both lost at sea in 1875), grandson of Myrick, and great-grandson of Sylvanus Smith. Mr. Smith has been a harness maker since 1872. Since 1886 he has kept summer boarders. He married Mary A., daughter of Hinckley Lincoln. They have one son, Ivan G., and lost one, William M.

Francis W. Smith, son of Nathaniel and Hannah (Cole) Smith, and grandson of Elkanah Smith, was born in 1858. He is a fisherman and farmer. He married Sarah, daughter of George and Amanda (Snow) Doane, and granddaughter of Barnabas Doane. They have one daughter, Amanda D.

Heman Smith, 2d, born in 1839, is a son of Lewis and Mehitabel Smith, and grandson of Lewis Smith, who was a native of Orleans and a farmer. Mr. Smith has followed the sea as cook since he was twelve years old, and since 1883 he has been cook on a yacht. He married Olive M., daughter of Franklin and Lucy (Cummings) Freeman. Their children are: Charles W., Frank R., Emma O. and Joshua F.

Philip Smith, born in 1821, is a son of Freeman and Phebe (Gill) Smith, and grandson of Philip and Sarah Smith. He is a fisherman and farmer. He married Esther, daughter of Richard F. Smith. Their children are: Luther B., Sarah P. and Nathan S., who died.

Luther B. Smith, son of Philip and Esther Smith, was born in 1845. He was in business in Worcester, Mass., from 1869 to 1889, and is now a garden farmer at his native place in Eastham. He married Mercy H., daughter of Daniel Cole. They have two children: Philip M. and Florence M.

Wallace A. Smith, born in 1857, is a son of James and Thankful L. (Hopkins) Smith, and grandson of Asa and Polly Smith. He is a farmer, occupying his father's homestead. He married Olive A., daughter of Freeman Snow. Mr. Smith has one brother, Earnest L.

Agnew F. Toovey was born in England in 1849, came to America in 1875, and since 1879 he has been engaged as operator at the French Atlantic Cable station in North Eastham. He married Betsey S., daughter of Isaiah H. Horton. They have one son, Sidney E.

William Wareham, born in 1836, in Yarmouth, is a son of William and Jedidah (Cole) Wareham. He followed the sea from 1845 until 1884, twenty-three years as master of vessels. He has lived in Eastham since he was two years old, with the exception of twenty-three years, during which he was in Provincetown. He married Alice, daughter of Elijah and Lydia (Smith) Doane, and granddaughter of Nehemiah Doane and Freeman Smith. Their children are: William M., Bessie M. (Mrs. Abealino E. Doane), Augustus W. and Alice L.

Samuel S. Sparrow, son of Abner and Polly Y. (Harding) Sparrow, was born in Chatham. He was a master mariner until within one year of his death, which occurred in 1882. By his first marriage he had two children: one who died in infancy and Paulina F. (Mrs. Richard S. Myrick). She died in 1881. Mr. Myrick is a son of John Q. and Mercy (Lincoln) Myrick, and is a carpenter. Mr. Sparrow's second wife, who survives him, is Mary S., daughter of Haskell and Fanny (Atwood) Crosby, and granddaughter of Isaiah and Betsey Crosby.

CHAPTER XXIII.

TOWN OF ORLEANS.

Orleans before its Division from Eastham.—Incorporation.—Natural Features.—Wreck of the Sparrowhawk.—Roads.—Early Settlers.—Various Events.—Industries.—Churches.—Cemeteries.—Schools.—Civil History.—Villages.—Biographical Sketches.

THE territory embraced within the present town of Orleans was chiefly included in that valuable tract known first to the Puritans as Nauset, and was therefore included in the first grant of 1640, as noticed in the history of Eastham, and for 154 years after its settlement was a part of that ancient town. Southwest of the Nauset territory was the Potanumaquut lands on which, until their extinction, the remnant of the Nausets remained. A part of these lands now comprise the southwestern portion of the town of Orleans, while the remainder belongs to Harwich and Brewster.

Mattaquason, sachem of Monomoyick, sold to the original purchasers the land known as Pochet, with the two islands lying before Potanumaquut and the beach and the islands upon it; also the territory known as Namskaket, extending northward to the territory owned by the sachem George; but excepted Pochet island, which the sachem reserved. In 1662 this island was purchased by the settlers, and now forms part of this town. Of the original seven families who settled old Eastham, only one can be traced to the present territory of Orleans. The homestead sites of Governor Prentice and others are easily traced in Eastham, but that of Nicholas Snow, at Namskaket, is the only one definitely on the Orleans side of the division line of 1797. That subsequently there were many more, and that this part of the ancient town rapidly grew to importance, will be gathered from this history.

The early history of the town is inseparable from that of Eastham in the records of that ancient town, as all was under one local government prior to the incorporation of Orleans. The feeling of unrest and neglect to attend the several town meetings of the year, began as early as 1700, and was increased by the vote of a town meeting in 1705, at which the people of Eastham "ordered that every person qualified to vote, dwelling within seven miles of the meeting house,

who shall not attend at the time appointed, or by the time the meeting is called to order, shall be fined 6d." This proceeding was submitted to the court of quarter sessions at Barnstable and allowed. From this the spirit of the division of old Eastham into another town began. The confines of the town contiguous to Harwich were defined in 1705, leaving a strip upon which the Indians resided. This in 1712 was divided between the two towns and now forms the southwest part of Orleans.

The appropriation of six hundred pounds in 1718 for the erection of a new church, and the resolve to build it near the old one, caused the residents of this part of the ancient town to ask for a separate parish, the dividing line to be determined by Messrs. Joseph Lothrop and John Baker, of Barnstable, and Elisha Hall, of Yarmouth. In 1723 the South precinct of Eastham, as a parish, controlled its ecclesiastical affairs independently of the other parish. This was the wedge that eventually severed the old town in twain.

In 1772 the line between the territory of Old Eastham and the town of Harwich was declared to be: "From the north bounds of Namskaket, thence southerly to a black-oak tree near Baker's pond, with a stone there placed; thence to the southwest part of the pond to a heap of stones in the edge of the pond; thence easterly to a stake and stones near the Chatham road; thence southerly following the road; thence to the southeast in the bay by a rock at the edge of the water; thence to Potanumaquut harbor, as the channel now runs," which is substantially the present boundary.

In 1797 the South precinct, after nearly three-fourths of a century of independent ecclesiastical powers, was incorporated into the town of Orleans, Joseph Pepper being the only selectman left in Eastham by the division, and Hezekiah Higgins and Heman Linnell, the remaining two, resided in Orleans. The act of incorporation of March 3d, authorized Isaac Sparrow, justice of the peace of the old town, to issue his warrant to some principal inhabitant of the new for its first town meeting, and Hezekiah Higgins was selected. This town meeting was held March 16, 1797, at which all arrangements for a separate corporate body were settled, and the bounds defined on the north and south. The boundary between Eastham and Orleans was as follows: "Beginning at the mouth of Rock-harbor river, thence southeasterly by the road that leads by Nathan Smith's dwelling until it comes to the parsonage land; thence northerly on the westerly line of said parsonage lands until it comes to Joshua and Isaac Smith's land; thence easterly in the range between said Joshua and Isaac, and Josiah and Elisha Smith's land until it the line comes to Boat meadow; thence a due east course into the middle of Boat-meadow river; thence up the middle of said river to its head; thence running southerly through the

center of the meadow and swamp, along Jeremiah's gutter (so called) into the middle of Town cove; thence down the center of said cove to Stone island; thence an east southeast course into the Atlantic."

The bounds established the same year between Orleans and Chatham were: "Beginning in the southeasterly corner of the town of Harwich in Pleasant bay; from thence running easterly to the northward of Strong island to a stake on Pochet beach, which stake bears S. 75° E. from a black rock situated in the edge of the waters of said bay; and from said stake due east to the sea."

Thus we have defined the limits of Orleans as recorded in its town books, and they remain substantially the same at this date. More plainly, the town is bounded north by Eastham, east by the ocean, south by Chatham and pleasant bay, and west by Harwich, Brewster and the bay. In length it is five miles, and from bay to ocean from three to four. It is twenty-five miles from the court house of the county and ninety from Boston, by land.

The face of the town is quite uneven, but contains no high hills. Its landscape, diversified with uplands, vales, small bodies of water, and numerous inlets of the sea, presents a pleasing appearance. The necks of land between the coves are fertile, and nearly the entire town is under cultivation, yielding corn, rye, vegetables and large quantities of English hay. No large streams have their source within the town, and the most of its rivers and coves are influenced by the tides. Of these a stream west of Barley neck is the largest, being at its mouth one-half mile wide, and emptying into Pleasant bay. On the east of Barley neck are coves communicating with Pleasant bay, and which separate the latter neck and Pochet neck from Nauset beach. Another neck, northeast, nearer the ocean, unites with the others, in forming what is generally called Tonset. A long beach, terminating opposite Chatham, is called Nauset beach. This beach is skirted inside with salt marsh, which is slowly being filled with sand. The islands within Pleasant bay add beauty to the scenery, and of these Pochet, east of Barley creek, is the largest. Sampson's, southwest of the latter, contains thirty acres and much good land. South of this is Hog island, of ten acres, and southerly of this is Sipson's, of twenty acres. Namequoit neck has Higgins' river on the north, and a creek of the same name as the neck on the south. Potanumaquut is the Indian name of the south part of the town. Namskaket creek is in part the dividing line from Brewster, and forms a small harbor. There are salt marshes fringing all these harbors, bays, creeks, and even the islands. These shores and coves are productive in shellfish, sea clam, bass, tautog and eels.

In the town are no less than sixteen ponds of fresh water, of which five aggregate 213 acres; Baker's pond, 88; Fresh pond, 43; pond

southeast of the last, 53; pond east of the village, 11, and in the southern part of the town one of 18 acres.

Besides Pleasant bay and its anchorage, the town has Nauset harbor on the northeast, containing several islands, the largest of which is Stone island. Town cove, a harbor for small craft, extends from the last-mentioned harbor southwesterly into the town, forming one of the most beautiful sheets of water in the town. The distance across from this cove to Namskaket is less than two miles. Across this neck, in 1627, was the historical transportation of the crew and goods of the *Sparrowhawk* by the Indians and Pilgrims. Laden with passengers for Virginia, she was stranded on Nauset beach, south of the present life saving station, and the Indians, by runners, at once notified the people at Plymouth that some of their countrymen were here in distress. The Pilgrims came across in boats to Namskaket, and the unfortunate voyagers were carried to Plymouth. The stranded vessel subsequently was covered by the drifting sand, and for two centuries was hidden; but in 1863 the hulk was unearthed, taken to Boston and other cities for exhibition, and is now to be seen in Memorial Hall, Plymouth.

New roads were laid out directly after the incorporation of the town, and pains taken to improve the old ones. For the first ten years this was the principal business of the town meetings. One main road had previously been laid out—the one from Eastham to Satucket—which, in 1668, was made to connect with the road along the Cape, and was subsequently the regular county road, being now so known and used, as it runs along the northwest side of Town cove.

Along the roads then in use was a scattered population—mostly in the north and east parts. The names of the settlers who, in the division from the mother town, must lay the foundation of a town that should reach its present importance, were: At Tonset, Dea. Abner Freeman, his brother John Freeman and Jonathan, son of Abner; Josiah and Joseph Crosby, and Josiah Crosby, jr.; John, Jesse, Joseph, Ephraim and Abiel Cole; Freeman, Abishai, Simeon, Moses and Seth Higgins; Freeman Hayden; Moses, Stephen, Zenas, Edmund, Jonathan, Aaron, Micajah and Elnathan Snow; James, Thomas, Josiah and Prince Rogers; Benjamin, Isaac, Josiah, Elkanah, Edmund and Thomas Linnell; Timothy and Azariah Doane; Barnabas, Jonathan and Dea. Prince Twining; Theophilus Mayo; Elkanah, Curtis and Joshua Hopkins; Elisha, Jedediah and Nathaniel Young; Isaac, David, Josiah and Thomas Snow; Isaac and Josiah Sparrow; John, David and Benjamin Taylor; Rev. Jonathan Bascom and Joseph Seabury.

In the central part were: Micah Sherman, Asa, Sylvanus, Eliakim, Elnathan, Hezekiah, Daniel, Thomas, Lot, Samuel and Hatsel Higgins; Jabez, Solomon and Seth Sparrow; Zenas Doane, Arvin Kenrick,

Oliver Arey, Edward Jarvis, Jonathan Hopkins, Jesse Kenney, Thomas, Simeon and Abner Mayo; Samuel and Jonathan Rogers.

At Potanumaquut, or South Orleans were: Jonathan Kenrick, grandfather of John; Jonathan, father of Alfred Kenrick; Hezekiah Rogers, Dea. Judah Rogers, Richard and Joshua Rogers, sr.; Seth Sparrow, 3d; John Gould, Thomas Robbins, Jedediah Young, Joseph and John Hurd, Uriah Mayo and Joshua Mayo, Joshua Gould, John Sparrow, Seth Sparrow, 2d; Joseph L. Rogers, Reuben Eldredge, Heman Mayo, Judah and James Higgins.

At Skaket were: Josiah and Thomas Freeman, Simeon and Matthew Kingman; Gideon and Heman Snow, John Young, William and Zoeth Smith; Seth, Nathaniel and Major H. Knowles; Simeon Pepper, Yates Nickerson, John Jarvis and John Myrick.

At Rock harbor were: Ralph, Elisha, Lewis and Seth Smith; Heman and Prince Snow, John Knowles, Jonathan Bascom, Nathaniel Nickerson, Absalom and Ralph Higgins; Jonathan, Jonathan F., David and Moses Young; John Harding, and Seth and James Hurd.

These settlers resided in unpretending dwellings, and their number was rapidly increased. Three years later the town had 142 dwellings, of which only five were more than one story high. No villages were scattered throughout the town as now, and one post office sufficed.

In 1797 a pound was erected on land north of Simeon Higgins. That institution, in some form or place, has since been maintained, now being near the town poor house. The poor house was built in 1831, on Pochet neck, east of Town cove. In 1873 a new one was erected back of the Methodist church. To the credit of the town this has been leased as a tenement house for the past three years.

In 1814 a landing place, from the common lands of the proprietors, was located at Rock harbor, and a road connecting it with the village was laid out. At that time the packet lines to Boston started from that side, and for many years the shipping business of the town was centered there. In 1833 the improvement of Rock harbor was attempted. A dam was built across the creek to retain the water, which, it was thought, would deepen the channel by allowing the water to escape at low tide, but after an expenditure of two thousand dollars the project was abandoned.

In 1819 the town contained 289 families, mostly located on the neck adjoining the bay, on the county road, and along the road east of the cove to and including Tonset. The growing population did not escape the epidemic that prevailed in Eastham in 1816, and many died, but the energy of the people and their readiness to combine in assisting those who were in need gave the town an unwonted impetus in its prosperity. In 1820 the population was 1,348. At this time the re-

maining lands of the Potanumaquuts were sold, and the town received its share of the proceeds. Improvements were undertaken, one of which was the joining with Chatham in digging a channel through the back side of the beach, below Strong island, to benefit the salt meadows, but the labor was lost.

The portion of the surplus revenue received by the town was loaned to individuals for two years on good security, but at the end of that time became a matter of dispute and disagreement. The town used a portion for town expenses, and in 1837 erected their first town house with the other portion. It stood opposite the Universalist church, on land now occupied by the cemetery. This was replaced by a better one in 1873. That year the selectmen, with Jonathan Higgins and Joseph H. Cummings as a building committee, with full powers to select a site and erect the house—all not to exceed five thousand dollars—erected it opposite the soldiers' monument, west of the old one. It was dedicated December 25, 1873, and is a fine building. It is centrally located, with a commanding view.

In 1826 strong measures were taken to suppress the sale and use of spirituous liquors, the selectmen being authorized to refuse all applications for the privilege of its sale, and this has been the course of the town since.

Among the enterprises and industries worthy of mention were the tide mills, of which only relics remain. The piles driven in the construction of the water mill, near Oliver Doane's, are still visible. It was anciently owned by Timothy Cole, but when that or any of them were erected no tradition can tell. The others were in the southwest part of the town—one at Weesquamscut or Arey's pond, built by the ancestors of Captain Arey; and the other at Kesscayogansett or Sparrow's pond, built, as was supposed, by that ancient family whose name the pond bears. Some doubt has been expressed that the latter existed; but the site is shown, and parts of the mill stones are in use as a door stone to the residence of Albert Bassett, and in the wall of Freeman Sparrow's fence, near by. These mills were constructed at an early day, for grinding corn. A narrow neck at the mouth of a pond, into which the tide was forced, was the proper place for these mills. Across this neck a dam was constructed, and the rise of water by the tide was confined, to be let out gradually against a wheel that gave the power for grinding.

The town has had within the century past five wind mills, three of which still do work. That on Mill hill, near the cemetery, was moved from Chatham in 1830 to South Orleans, and in 1870 was moved to its present site—where an old one, 125 years old, was torn down. James H. Arey moved, owns and runs it. Many years ago another, owned by Theophilus Mayo, stood east of this on the same hill, having been

moved from Skaket, and which is claimed as the first in the town. The mill near D. L. Young's store belongs to Jonathan Young, William F. Mayo, Joseph K. Gould and Francis and David L. Young. This was moved from the hill at South Orlerns, in 1839, to its present site, where it is doing good service. Isaac Sparrow owned the wind mill now owned by Richard S. Freeman and Captain Joseph Taylor, near Lot Higgins' store. It was built soon after 1800, by Daniel Johnson, to grind salt, and is still serviceable.

Ship-building has not been an industry of the town, except as a schooner of seventy tons was built prior to 1800, at Sparrow's pond in the south part of the town, by Reuben Cole. The timber was cut near by, and the vessel was floated by hogsheads to the deeper water after completion.

The fishing business, in its various departments, has been largely carried on; the town having, in 1837, thirty-three vessels, which employed 264 men, but, as in other towns, it now has little interest. The packet business, of which Edward Jarvis was a pioneer, was extensively carried on between Orleans and Boston; but this business was long ago superseded by other means of transportation.

CHURCHES.—In 1718 it was decided to erect the second meeting house and organize the South parish of Eastham, which is now Orleans, and this is the oldest religious society within its bounds. Samuel Osborn had been called to the pastorate of the Central parish church; but when the new church was completed, he removed to the South parish, and remained until 1738, when he was dismissed. He was succeeded, in 1739, by Rev. Joseph Crocker, who remained until his death, in 1772. Rev. Jonathan Bascom then became pastor, and served until his death, in 1807. Rev. Daniel Johnson, of Bridgewater, followed, and was dismissed in 1828. The church was supplied by Messrs. Turner, Scovel, Bartley and Boyter until 1835, when Rev. Stillman Pratt was ordained, and continued his labors to April, 1839. Rev. Jacob White commenced his labors in 1841, and continued as stated supply until 1860. The pulpit was supplied by Messrs. Dickinson, White and Tarleton until 1865, when Rev. J. E. M. Wright commenced his labors. He was succeeded, after a few years, by Rev. Charles E. Harwood, who remained ten years. George W. Andrews and H. M. Holmes filled the desk until 1887, when Thomas Bickford was called. After two years Thomas H. Vincent, the present pastor, was settled.

In 1804 the meeting house, the only one then in Orleans, was replaced by a larger and better one. The expense of this was more than paid by the sale of pews. This edifice was torn down in 1829 and another erected. Many changes had been made in forms of religious worship. The town purchased a bass viol for the church in

1810, and thirty pounds a year had been paid since 1805 for a singing master to educate the youth. In 1888, a still larger and better edifice being needed, the present one, on the same site, was erected, and dedicated December 30th of the same year.

The Universalist Society was incorporated in 1834. In 1833 dissenters from the old church erected a meeting house for worship. Services had been occasionally held prior to that date. The Rev. Ezekiel Vose, the first regular preacher was ordained in 1834, and was succeeded in 1840 by Rev. James G. Burt, who remained until 1843, when Rev. Stillman Barden was settled. He remained until October, 1851, when R. K. Brush filled the pulpit until September, 1853. The same fall Rev. Earl Guilford took the pastorate for two years, succeeded by J. P. Atkinson until 1860. J. H. Campbell followed and remained until the fall of 1863. G. F. Jenks was pastor until 1866, then Edwin White for two years. Mr. Jenks and others followed as supplies, and in 1869 Mr. Willis came. George F. Jenks was recalled in 1871 and was pastor three years, followed by R. S. Pope, 1874-75; W. C. Stiles, 1876-1878; G. W. Jenkins, 1878-1882; J. L. Seabarin, 1883; G. V. Wilson, 1884-1886; Donald Fraser, 1887 to —.

A Reformed Methodist Society was organized and a meeting house erected in 1820. Prior to this date occasional services were enjoyed, several ministers furnished preaching for ten years, but the society declined and the house was closed.

The Methodist Episcopal church was erected in 1837 from the building of the former society, now standing across the street from the Snow Library. The society had been organized the previous year from the remains of the old society. The ministers have been: D. G. Brown for two years; Philip Crocker in 1838; Rev. P. Crandall and Rev. J. Litch in 1840; H. Perry, 1841; J. Bicknell, 1842; T. G. Blake, 1843. The next, in 1843-4, was Rev. E. B. Hinckley, succeeded by J. F. Blanchard in 1845-6; John D. King in 1847; John French in 1848, until his death, then Arnold Adams; in 1849, James B. Washburn; in 1851, John Fisher; 1852, Thomas Slater; 1853, W. P. Myrick, S. G. Usher and Franklin Sears; 1855, George S. Alexander; 1856, James H. Cooley; 1858, Henry Mayo; 1859, S. Ranks; 1861, Joseph Marsh; 1865, J. A. Steele; 1866, Moses Brown; 1867, F. Gavitt; 1869, C. Stokes; 1870, C. H. Ewer; 1872, J. W. Price; 1873, J. B. Washburn; 1875, C. A. Carter; 1876, M. Dwight; 1877, H. W. Hamblin; 1879, T. A. Turner; 1880, C. T. Hatch; 1881, W. F. Davis; 1883, L. B. Coddington; 1885, W. W. Hall; 1887, W. L. Hood; 1889, O. A. Farley.

A Baptist Society was instituted in June, 1826, by resident members of the Brewster church—eight in number. In 1828 a convenient edifice was erected in the center of the town. Rev. Otis Wing, who assisted in organizing the society, preached one-third of the time until

the fall of 1837. Rev. Winthrop Morse began his pastorate with them in 1829, discontinuing in 1832. Rev. Enoch Chase preached until 1836, succeeded by Rev. Silas Ripley until the fall of 1837. Rev. Jesse Pease supplied a year, then Rev. Davis Lothrop was pastor for several years. The society commenced to decline, employing ministers and occasional supplies for a number of years until the church was closed. Their edifice was taken down for other uses in 1889.

CEMETERIES.—The few cemeteries of the town are well preserved. The oldest is an Indian burial place at South Orleans—the grounds of the Potanumaquuts. Their meeting house, which stood near by, has been extinct for nearly a century, and its door step is doing service for John Kenrick. A later burying ground for Indians was on the land now owned by the heirs of William G. Nickerson, also at South Orleans.

In 1718, when the South parish meeting house of Old Eastham was erected, a burying ground was laid out near by, which is still carefully guarded by the citizens of Orleans. This is not used; but adjoining it five acres was purchased, January 15, 1850, by enterprising citizens under the organization called the Orleans Cemetery Association, and to this was added, June 13, 1876, nine acres more, forming one of the largest and best managed cemeteries in the county. The officers of the association for 1889 were: Joseph Taylor, president; Joseph Mayo, secretary and treasurer; Samuel Mayo, Joseph W. Rogers, Theophilus H. Hurd and the president and secretary, ex-officio, trustees; and Waters Taylor, superintendent. At the east of the Congregational church is a burial place, of which little is known. There is also one near the depot, belonging to the Methodist society, not now used.

SCHOOLS.—When the town was organized especial care was taken to institute schools to accommodate the children. In 1713 the territory south of the cove was made one district. In 1797 there were but three vaguely defined sections, that were provided with limited opportunities for acquiring even a common school education. The people of the town, at their first town meeting, voted to divide the town into three definite districts and build a school house in each. The eastern district was to be east of a "line drawn as the road runs from the westerly side of Thomas Mayo's house, along said road to the meeting house; thence northerly to the eastward of Dr. Seabury's." Then "a line drawn from the head of Frostfish cove, running westerly between Sylvanus and Asa Higgins', still westerly between Elnathan and widow Higgins' and between Ebenezer and Jedediah Young's to the Harwich line," was to define the bounds between the north and south districts. This was succeeded by liberal support in the town meeting votes, and the taxes levied; and for some reason

the open town meeting of 1799 "voted that the schoolmasters of the town have the approbation of the ministers and selectmen." Whether this was the manner of ascertaining the qualifications of the several masters, or that the approbation of the clergy and selectmen was necessary to the success of the schools, no one of that date lives to tell. It is enough that the schools flourished thus, endorsed by the church and the state.

In 1806 a committee in each district was appointed to see that the school have everything for its advancement.

In 1819 the districts numbered six, and new school houses had been erected in the new districts. The appropriations of the town kept pace with the needs of the increasing population and the demand for a higher grade of schools. This year the committee to divide the town into districts, was: John Kenrick, John Myrick, Henry Knowles, James Rogers, Daniel Comings and Judah Rogers.

In 1827 an academy was built by a company, upon the present site of the Snow Library building. It had two stories—a school room below and a hall above. Teachers qualified to teach the high branches were employed, and it is said the institution teaching navigation was of importance to those who afterward engaged in seafaring pursuits. Teachers for the town schools were qualified for their work here. It was discontinued soon after 1855, and the building moved, for a dwelling, to a site south of the Congregational church.

In 1834 the town was divided into nine districts and at once more houses were provided. At this time nine hundred dollars each year was raised for the support of these schools. In 1846 there were ten school districts, with seventeen teachers employed. The number of different scholars in the public schools at this time was 614—the highest of any school year, and from this year the decrease commenced. In 1850 the valuation of the town was doubled from former years, the same amount was paid for schools, and 407 scholars were given the benefit. In 1856 there were 458 scholars reported in the schools of the year, and in 1859 only 398, with twelve teachers.

In 1873 a high school was instituted in the central building, with Hiram Myers as principal, and from this time the interest in and the standard of the schools rapidly increased. Reports of the standing, attendance, and the amount of expenditures of the schools were first printed and distributed. That year \$143.27 was received from the state school fund.

In 1876 the high school gave satisfaction, and the grammar schools numbered four, the primaries three. The attendance of scholars for all the schools for the year was 270. The examination of pupils at the close of each term in all the grades was rigid, giving candidates for admission to the high school an unusually severe test.

The school year ending in 1882 was fraught with changes detrimental, perhaps, to the best interest of the scholars. By a vote of the town meeting the grammar and primary schools of the east and south parts of the town were united to save expense. At this time the decrease in the number of scholars was plainly discernible, for which there were several reasons. The number of different scholars who attended school in 1860-1 was 443, while in 1880-1 it was 235. The sum of \$1,900 was raised for the first and \$2,400 for the second period given. In the first school year mentioned, fourteen teachers were employed and nine in the latter. The standard of the schools in 1880 was fifty per cent. better than in 1861. In 1882 attendance was largely increased by the enforcement of the truant act, and the income from the state fund was \$235.95—about one hundred dollars increased since 1873—indicating a higher state of improvement. In 1887 the scholars in attendance had decreased to 184, receiving from the state fund, \$311.08.

The ten districts throughout the town, long previous to the establishment of grammar schools, had been consolidated and four large school buildings termed Northwest, Central, East and South schools, with the high school at the center, took their place. On the morning of September 29, 1887, the Central house was burned. This school was continued in the town house until the close of the school year. Another was erected on the site, in which a grammar school was commenced December 16, 1889. The schools of 1888-9 were four grammar departments and four primary, with an attendance of 154 different scholars. The income from the state fund was \$304.82, and the school year closed with a report of decided progress. The usual appropriation of the town for its schools is now \$2,200 annually. The school committee for 1890-1893 consists of Robert E. Oliver, Joshua H. Smith and Freeman Higgins.

CIVIL HISTORY.—This branch of the history of Orleans, prior to 1797, is inseparable from that of old Eastham. The enactments of the latter governed the present territory of Orleans, from which a large proportion of the officers were chosen. The civil list of Eastham from its incorporation to March, 1797, will be found in Chapter XXII, and by the officers there named the present territory of Orleans was served.

The Indians of Potanumaquut—now the south part of Orleans—had a court and magistracy of their own, established by the general court in 1682.

The people of the town acted in concert with the patriots of other towns during the troubles of the revolutionary war, and the so-called whigs were largely in the ascendency; and in 1800, after learning of the decease of George Washington, a public service was held, at which

the freemen, by a strong vote ordered the oration of Rev. Mr. Bascom to be published. In 1809 the town first made distinct assessments for the support of the ministry, the voters at this time numbering about 120. In 1812 the town passed 139 votes. The political tendency of the town was promptly indicated in 1814, when British cruisers anchored in sight of its shores, threatening destruction unless a certain amount of money was raised. A decisive vote of refusal was given, and every attempt of the enemy to land was repulsed.

In cases of humanity the political parties were united, as was the case in 1816, when the epidemic brought death to many and burdensome bills to others. At this time the vote was unanimous that the town pay the doctors' bills for those persons not able. In 1818 the town, being largely engaged in the manufacture of salt, chose an efficient committee to represent to congress the importance of the continuation of a duty on the importation of this article. During these years the vote of the town was to pay three cents for the head of an old crow, $1\frac{1}{2}$ cents for that of a young one, and three cents a dozen for crows' eggs; for a blackbird's head one cent, and $1\frac{1}{2}$ cents for a dozen of its eggs. The shell fish of the coves and ponds of the town were annually protected in the votes of the town meetings, and heavy penalties laid for encroachment from non-residents.

In the town meeting of May 27, 1861, a strong union feeling was shown by adopting a long preamble and seven strong resolutions in which the action of the Southern states was condemned and a promise given to stand by the Union at all hazards.

The widening of old and laying out of new roads, the management of the fisheries, the changes made in the schools and the erection of new poor and town houses have occupied the town meetings of the town for many years. The perambulation of the town boundaries is recorded every few years in the records of the town.

The names of the deputies who served prior to 1797 in the general court may be found in the Eastham chapter, and the names of the representatives from the incorporation of the town of Orleans until 1857, when it formed a district with other towns, are included in the following list, with the year of election and the number of years of service in each case where more than a single year was served: 1798, Simeon Kingman, 5; 1800, Richard Sparrow, 6; 1808, Jonathan Bascom, 4; 1817, Daniel Cummings, 7; 1825, John Doane, 4; 1830, John Kenrick, 2; 1831, Sparrow Horton and Elisha Cole, 5; 1833, Thacher Snow, 4; 1834, Elisha Hopkins; 1835, Eben Rogers, 2; 1836, Thomas Mayo; 1837, Edward Barber, 2, and Richard Sparrow; 1838, Luther Snow, 2; 1839, Nathaniel Freeman; 1840, Joshua Doane, 2; 1842, Seth Higgins, 2; 1844, Alexander Kenrick, 2; 1849, Thacher Snow; 1850, Leander Crosby, 3; 1854, John Kenrick, 2; 1855, Josiah Freeman, 2; 1857, Chapman Seabury.

Since Orleans has exercised its own corporate powers the following have served as selectmen, the number of years being denoted when more than one, with the year of first election: 1797, Hezekiah Higgins, 4; Heman Linnell and Dea. Judah Rogers, 16; 1798, Jonathan Hopkins and Thomas Arey; 1799, Dea. Richard Sparrow, 13; 1801, Barnabas Twining, 3; 1804, Nathaniel Knowles, 7; 1811, Gideon Snow, 2; 1812, John Myrick, 11; 1813, Stephen Snow; 1814, Daniel Cummings, 14, and Jabez Sparrow, 3; 1817, Thomas Higgins, 6; 1818, John Kenrick, 13; 1820, Asa Rogers, 4; 1824, Jonathan Freeman; 1827, Joseph L. Rogers, 5; 1828, Elisha Cole, 7; 1829, Zoeth Taylor and William Smith; 1832, Sparrow Horton, 2; 1833, Matthew Kingman, 2; 1834, Joshua Doane, 5; 1835, Edward Barber, 3, and Asa Hopkins, 7; 1842, Joseph G. Sloan, 2; 1844, Josiah Freeman, 7; 1846, Ziba Eldridge, 2; 1850, Alfred Kenrick, 3; 1851, Thomas S. Snow, 3, and William P. Myrick, 3; 1852, Ensign B. Rogers, 2; 1853, Harvey Sparrow, 2; 1854, Jonathan Higgins, 3, and Edward Barber; 1855, Jesse C. Snow, 9, and Joseph W. Rogers; 1858, Calvin Snow, 3; 1859, Joseph Cummings, 3; 1861, George W. Cummings, and Edward Crosby, 3; 1864, Ira Mayo, 4, and Freeman Doane, 2; 1866, George W. Cummings, 2; 1867, Ensign B. Rogers, 2; 1868, John Kenrick, 2, and Joshua L. Crosby; 1869, Freeman Doane, 9, and Ira Mayo; 1870, Ensign B. Rogers, 7, and Joseph W. Rogers; 1871, John Kenrick; 1872, James H. Arey, 4; 1876, Joseph W. Rogers, 3; 1877, Alexander T. Newcomb, 14, to 1891; 1878, Marcus M. Pierce, 2; 1879, Freeman Doane, 8; 1880, Joseph K. Mayo, 2; 1882, Winthrop M. Crosby, 9, to 1891; 1887, Samuel Mayo, 4, to 1891.

The offices of town clerk and treasurer have been filled by the same person. The year of the first election of the successive incumbents stands recorded thus: 1797, Benjamin Taylor; 1800, Timothy Bascom; 1814, Gideon Snow; 1834, Barnabas Snow; 1840, William P. Myrick; 1850, Jonathan Higgins; 1855, Thomas A. Hopkins; 1861, Thomas Higgins; 1865, Freeman Mayo; and since March, 1889, David L. Young.

VILLAGES.—The village of Orleans, called by its people the Centre, occupies the first settled territory of the town. It embraces Skaket and Rock harbor—parts of the town settled in 1643 by one of the original purchasers. The village has grown westerly around the railroad station in later years; but the principal street winds southeasterly and then easterly, with its beautiful residences and extensive business places on either side, until the post office at East Orleans is reached. There are three villages in the town, with no definite bounds except the natural division of post office conveniences. The churches, town house and cemetery are as convenient for one community as another, and are near the geographical center of the town. In 1797 no village existed here. The establishment of a post office on

the county road for the sparsely settled community soon formed the nucleus of the present principal village.

The manufacture of salt was commenced about 1800, and was carried on many years by several enterprising citizens. At the head of the Town cove Seth Smith had works, which were subsequently sold to Gideon S. Snow. On the northerly side between them and the Eastham line, were the works of Nathaniel Nickerson and of Jonathan Young, grandfather of D. L. Young. On the southerly side, in 1808, were in full blast the plants of Asa, Elisha and Josiah Hopkins, John Doane, Joseph and Isaac Seabury, and Daniel Higgins. Along the bay between Namskaket and Rock harbor were the works of Edward Jarvis, Blossom Rogers, Joseph Hurd, James Engles, Major Henry Knowles, Joseph G. Sloane, Captain Nathaniel Knowles, Jesse Snow, Captain William Smith, Sparrow Horton, Isaac Knowles, Sears Rogers, Josiah Freeman, Isaac Hopkins, Joseph Atwood, Seth Knowles, Edward, Edmund and Abiel Crosby, and William Myrick. In 1837, fifty plants made 21,780 bushels of salt. These, after furnishing employment for a large number of men, gradually declined and but little salt was made after the middle of the century. Every inducement was given for the encouragement of the enterprise, and we find by the records that not until 1823 was a committee appointed to confer with the owners of these plants in relation to taxing them.

The older taverns of the village usually had a small store connected with them. In 1800 and many years after Major Henry Knowles kept an inn near the present hotels on the county road; and near him in 1829 was the inn, store and stage office kept by Simeon Higgins, who brought the mail by stage from Yarmouth. Near these is the present hotel of W. N. Steele, established in 1882. Abel Shattuck bought of Simeon Higgins about 1852 and opened a tavern, in the house now owned by James Boland. He remained there until the erection of the Shattuck House in 1874, to which he removed. That house was kept by him until his death in 1886, and his wife and son, C. H. Shattuck, ran it until she died in 1887, when it was leased, June 23d of that year, to the present proprietor, George S. Nickerson. The livery business in connection with the house, and adjoining, was commenced by C. H. Shattuck in 1871, near his residence, where he was burned out in 1873. He then purchased a building, moved it to the present site, and refitted it for his extensive business. Another old tavern, mentioned in the town records, was that of Kezia Harding, where the officers went in 1802 to swear in and finish the town meeting.

As early as 1808 Gideon S. Snow had a store on the county road nearly opposite the inn of Major Knowles, and later Barnabas Knowles had another near by. About 1828 Richard Sparrow opened a store in

a dwelling house near Cedar pond, and after a term of years sold to his nephew, Nathaniel Atwood, who continued in the same place. In 1861, J. H. Cummings bought the goods, and in 1863 bought a store that he moved to a suitable site near by, where he continued trade until 1878. That year he removed his stock to his present commodious building opposite the Shattuck House.

On the county road near the Town cove, Jonathan Young opened in 1829 a boot and shoe store and manufactory, which he continued on the same corner until 1849, when he enlarged the building and began trade in general merchandise. In 1869 he sold to David L. Young, his son, who continues on the same site in a large store, which he has transformed from the former.

Timothy Bascom had an old store just after the town was established, and Jonathan Bascom had another near where was the office of Esquire Doane. Widow Lucia Snow kept one of those old-fashioned stores on the site of C. H. Shattuck's new residence. These old stores of a hundred years ago, kept usually in dwellings, were very primitive, and their principal groceries were molasses and tobacco, and the current dry goods was mostly rum.

A hardware and tinware store was opened in 1836 on the east side of Main street by Calvin Snow, who continued until 1855, when he sold to Jesse Snow, jr., who discontinued after a few years. In 1867 Aaron Snow built and opened on the depot lot a grain store, which he continued about ten years. It was burned, and J. F. Eldridge erected and continues in the present building on the site. In 1884 W. H. Snow, son of Aaron Snow, opened a store for the sale of grain, coal, flour and hardware on the east side of the street, opposite his father's old grain store, where he continues, and is running a vessel to New York in connection with the business. Thomas S. Newcomb, in 1860, left the sea and opened with his son a hardware and tinware store opposite the present store, near the northern bank of Town cove. In 1883, A. T. Newcomb, the son and present proprietor, purchased the store, and in 1884 moved it across the street, remodeled it to its present proportions, continuing the trade in hardware, paints, oils, agricultural tools, and the general merchandise of his line.

Captain Sparrow Horton opened a general store on the west side of Main street, which he subsequently sold to Captain Jesse Snow; about 1843 Davis Hurd purchased the business, removing it to the opposite diagonal corner, where he continued until his death.

A drug store was opened in 1880 by Dr. S. T. Davis, near the depot, where he continued until 1883, when he sold to A. N. Chase, who, in the fall of 1889, removed to his fine new building, east side of Main street. Another drug store was opened in the Snow block, near the depot, in 1889, by Dr. Ellis P. Jones. Other places of business are a

variety store by Elijah E. Knowles; a confectionery store by Abner Higgins; a shoe store by S. L. Smith; the fancy store by Fannie M. Smith; a produce business by Joshua Hurd, and the store of Joel H. Sparrow's estate, near Cedar pond.

In 1885 John M. Smith was employed in a bakery near the Methodist church, and after acquiring a thorough knowledge of the business, he, in 1887, built the present building near J. H. Cummings' store, where he at once opened on a more extensive scale. In 1889 he pulled down his ovens and built better and larger ones. His two wagons supply Brewster, Orleans, Eastham and Wellfleet.

Josiah Sparrow started a marble factory many years ago, which, after his death, was continued by Thomas A. Hopkins, near the present factory of W. M. Crosby, to whom he sold in 1862. Mr. Crosby carried on the business in the shop in the orchard until after he had purchased his present residence, and in 1886 remodeled the old store into a suitable shop and salesroom, where he continues.

Warren H. Hopkins started a carriage manufactory, in 1867, on the county road west of the Shattuck House, where he continues in all branches of the business.

In 1873 Joseph H. Cummings and William H. Howes, under the firm name of Cummings & Howes, engaged in the manufacture of shirts, overalls and pants, in the store building near Cedar pond. Their increasing business led to the erection of the present store building, occupied by Mr. Cummings, to which the manufactory was removed in 1878. A wing was subsequently built on the west to accommodate the business, then an addition in the rear, and then the east wing was built. The skating rink near by was next purchased, and in October, 1888, their manufactory was removed to that more suitable structure. They discontinued the making of shirts and overalls, as their other work for jobbers increased. From fifty to seventy-five sewing machines have been kept running, and during December, 1889, fifty more were added. The establishment is now run by steam power, and furnishes employment for 125 to 200 people. For two and a half years prior to September, 1888, all the pants of the Plymouth Rock Pants Company were made at this factory. Since that time Cummings & Howes have made here all the goods put on the market by the Bunker Hill Pants Company, and have built up a large trade with the clothing jobbers in nearly every state in the Union.

In 1885 Aaron Snow built the block north of the railroad track for a wholesale pants factory for John Wilson, who was succeeded in the business in 1888 by George F. Snow, son of Aaron, who continues. From twenty-five to thirty-five hands are employed, according to season, and over one hundred families of this and adjoining towns are supplied with work outside of the factory.

The only wharf along Town cove is one erected in 1879 by Aaron Snow, in the rear of his residence. About forty years ago he started in the fishing business—one of the first to build or purchase a five-ton, schooner-rigged vessel—and within a few years a fleet of twenty-two similar vessels went from the cove. The decrease of the profits of the business led to its discontinuance.

The old academy had a hall that accommodated the town until the erection of the town house. The present house has a large and pleasant hall on the second floor. In 1882 Aaron Snow erected the block near the depot, in which is a large hall. Higgins' Hall is in the block opposite the depot, and Mechanics' Hall is next west of the Shattuck House. These furnish suitable meeting places for the societies, and the town hall for all public, religious and social occasions.

A post office was established here soon after the town was incorporated. The first postmaster, Simeon Kingman, was appointed July 1, 1800. He was followed by Jonathan Bascom, July 1, 1807. The next incumbent, appointed October 18, 1819, was Daniel Johnson, with David Taylor as assistant, who kept the office at his dwelling. Taylor was appointed postmaster October 14, 1828, and was succeeded May 8, 1834, by Elijah Knowles, who was followed by Rufus L. Thatcher April 22, 1837. Simeon Higgins was appointed September 1, 1837, and held the position until June 11, 1841, when Sparrow Horton was appointed. May 4, 1847, Matthew Kingman was appointed, and was followed by Betsey D. Knowles November 10, 1848. Leander Crosby, appointed January 7, 1851, was the next postmaster, and he was followed by Edward Barber in 1858. Azariah Snow was appointed postmaster in 1861, and kept the office near the Library building. At his death his daughter, Eliza A. W. Snow, received a commission, serving until 1866, when her sister, Amelia Snow, was appointed. She held the office until January, 1885, when Amos O. Hurd was appointed. It is now kept by Heman F. Atwood in a building on the east side of the street, near the railroad station. From this office a daily mail is conveyed to the offices at East and South Orleans.

In this village is one of the best libraries of the county, established in 1877, through the munificence of David Snow, of Boston, a native of this town. The deceased gave five thousand dollars to the town to establish a library if a suitable building should be secured for its use. The present fine edifice was erected in 1877, and across its front may be seen in modest characters—The Snow Library Building. The school committee formerly were the trustees of the fund, of which four thousand dollars remains; but by a law of 1888 trustees are now elected. From the interest of this fund an average of one hundred volumes are annually added to the shelves. The number of volumes in 1890 was 2,110, from which the reading public aggregate four

thousand selections annually. The trustees for 1890 were: Joseph W. Rogers, David L. Young and Hiram Myers, with Addie B. Smith librarian.

We find here an unusual interest manifested in social and benefit societies. One is Friendship Council, No. 19, O. U. A. M., instituted July 2, 1881, with fifty-five members. None but American born citizens are eligible, and to its social interest can be added a sick benefit and insurance. The society meets in Mechanics' Hall.

The Order of the Iron Hall was established February 15, 1887, with twenty-six members. It is a benefit and social organization of growing strength, numbering forty-six members in 1889. Prior to December last the society had paid \$750 in benefits. In 1887 Simeon L. Smith was chief justice and James Smith, vice. In 1888 James Smith was elected chief, which office he held in 1889, with Alvin Smith, vice.

The Sisterhood Branch of Iron Hall is a ladies' organization of the same society, established January 15, 1889, with thirty-eight charter members.

A side degree of the Order of United American Mechanics, for American-born ladies and gentlemen, was instituted April 14, 1881, as United Council, No. 6, Daughters of Liberty. Its workings are similar to the parent society. Elections are held semi-annually. The place of meeting is Mechanics' Hall.

Morning Star Lodge, No. 415, K. and L. of H., was instituted March 18, 1881. The officers are elected semi-annually. The first presiding officer was Joseph H. Cummings, for three terms.

The eldest society is the Knights of Honor, instituted April 21, 1879, as No. 1,556. The officers were at first elected semi-annually, and since 1882, annually. The first dictator was Joseph H. Cummings. Thomas Smith served in 1880 and the first half of 1881, the year being completed by David L. Young. The years 1882-83 by Eldridge F. Small; 1884, by W. H. Howes; 1885, John Kenrick, jr.; 1886, Simeon L. Smith; 1887-88, Joseph Mayo; 1889, Sparrow Higgins. Doctor Davis is the medical examiner of this as well as four other societies. Place of meeting, Higgins' Hall.

Another society of local, mutual insurance, called the Nauset Council, 939, Royal Arcanum, was instituted December 14, 1885. It has twenty-seven members. The officers when instituted were: Samuel E. Mayo, R.; Amos Sherman, V. R.; Sylvanus L. Eldridge, O.; Dr. S. T. Davis, P. R.; Daniel M. Smith, S.; James F. Eldridge, C.; Francis M. Smith, T.; John W. Howes, chap.; Wallace A. Smith, G., and Charles A. Jones, S.

Each of the three churches has a benevolent society composed of ladies. These are productive of much good in the support and aid of worthy objects. Articles of incorporation have been issued to the

Progressive Lyceum Association, of which Celia M. Nickerson is president and Eliza L. Rogers treasurer. The object of the association is to establish and maintain places for libraries, reading rooms and social meetings. This village, with its manufactories and other industries, is not so seriously affected by the decline of the fisheries as some others, and continues its solid prosperity.

East Orleans is in the eastern part of the town, with a division line from the main village, just east of the Congregational church. It includes the several communities of Tonset, Weesit—the extreme northern part of the neck,—Pochet and Barley neck. Its territory embraces a large portion of the most fertile land of the town, sloping northerly toward Nauset harbor and southerly toward Pleasant bay. Reference to the settlers here in 1797, as described in the commencement of this chapter, will show that this territory was quite early settled.

The salt manufacturers here at an early day were: Lewis Doane, Joseph Crosby, Josiah Sparrow, Zoeth Taylor, Elkanah Linnell, who were located on Nauset harbor and Barley neck; and William Myrick, who had a plant at the head of tide water near Lot Higgins' store. The wind mill near there was originally used for grinding salt.

Old stores were opened here as early as in any part of the town by Josiah Foster, Elisha Hopkins and others. Isaac Sparrow had a store before 1825, which he conducted several years. Before Sparrow discontinued William Myrick opened another east of the church, which he sold to Freeman H. Myrick, who after a score of years sold out to Lewis Doane. It was then kept on the north side of the street opposite the present post office. Leander Crosby became a partner and the business was conducted under the firm name of Doane & Crosby. A few years subsequently Doane sold to Crosby, and he in 1858 to Lot Higgins, who moved the store to its present site and there continues in trade. The store was enlarged by adding to its front before it was removed.

Elisha Hopkins started a store here prior to 1855, which after a few years he sold to Samuel Hopkins. In 1854 Aaron Snow started a small store near the Hopkins store and in a few years purchased the goods and building of his neighbor, Samuel Hopkins. He consolidated the two stores and continued in the business until 1875, when he sold the goods to his brother, Elkanah L. Snow, who continued the business in the same building until in 1884, when he purchased a millinery store near the head of the cove, on the Knowles place, which he moved to East Orleans. This he remodeled into his present place of business. In 1889, Lot Higgins and Elkanah L. Snow were the only tradesmen in East Orleans.

The post office is kept in the store of Lot Higgins, who is postmaster. He was appointed in 1859, soon after he purchased the store.

His predecessors in the office were: Seth Sparrow, 3d, appointed January 19, 1835; Lewis Doane, jr., May 9, 1843; Leander Crosby, March 8, 1847; Freeman Doane, November 30, 1848, and Leander Crosby, appointed July 11, 1859.

We find here the oldest library in the town. It was kept in the central village prior to the organization of the Snow library, when it was removed here. It contains sixteen hundred volumes, and has a small, suitable building. It was organized December 10, 1854, as the Orleans Library Association. Isaac Doane was for years its first president, succeeded by Joseph Taylor for many years. Calvin Snow is now the president, with Emma J. Linnell secretary and treasurer. The executive committee in 1889 consisted of Joseph Taylor and Dr. B. F. Seabury. Six young ladies act as librarians—each in succession: Winnie Hopkins, Julia Cummings, Mary Mayo, Susie Knowles, Emma J. Linnell and Lettie Cole.

There are no lodges or societies here, but the residents are more or less connected with those of the main village. East Orleans is in fact only a continuation of the same village with the meeting houses quite as near, and the town house contiguous. Joseph Mayo, the undertaker of the town, has his rooms east of the Congregational church in the west bounds of East Orleans.

In this vicinity is the office of Benjamin C. Sparrow, superintendent of the Second division of the U. S. life saving stations, one of which is on the beach east of the post office.

This village, scattered over Tonset and Pochet, has attractions for the lover of rural beauty, and the summer visitor here finds the ocean and its grandeur in the midst of a most hospitable people.

South Orleans embraces the territory formerly a portion of the Indian community Potanumaquut. The purchasers' lands formerly included the territory, and it was part of the old town of Harwich. The east bounds of the Indian territory mentioned extended from Namskaket southeasterly to Kesscayogansett pond—since known as Sparrow's pond. That part of the town south of this line has been designated as South Orleans, but the division line between this and the main village is a little north of the pond. There are yet extant in the soil the mementoes of this unfortunate race, and the residents often find them. John Kenrick and Freeman Sparrow each has a fine collection of arrows, hatchets, pestles and other stone implements found here.

The surface is quite uneven, with banks sloping toward Pleasant bay and its numerous inlets. The territory was settled as early as 1693. by Edward Kendrick, ancestor of the Kenricks. At that date he bought one hundred acres of John Sipson, sachem, with the priv-

ilege of cutting wood on any lands owned by said sachem. In 1713 Samuel Mayo and Joshua Hopkins took a deed of a large tract north of the former, and of these tracts the descendants, not only hold the original deeds, but some branches of the respective families reside on parts of the same land. Its settlement was subsequent to other portions of the old towns of Harwich and Eastham, for the Indians reserved it till the last sold.

Salt was manufactured by the evaporation of sea water soon after the business had been commenced elsewhere. Thomas and Joseph Arey, Nathaniel and Thomas Gould, Asa and Adna Rogers, Thomas Mayo, John Kenrick, Henry Kendrick, Thomas Eldridge, Eliakim and Thomas Higgins were among the several who had plants around the ponds and coves of that territory. The oldest tavern here was opened about 1800, and was continued many years by Thomas Linnell, who catered to the taste of the public. There are none now.

The village needed a post office, and in 1829 the inhabitants asked the assistance of the selectmen in establishing one, which was opened in 1835, with Seth Sparrow, 3d, as postmaster. After his death his son, Seth Everett Sparrow, was appointed, July 17, 1862, and held the office a few years; and September 9, 1865, John Kenrick, the present incumbent, was appointed, who, like the former officials, has the office in a store.

There were early stores here, one of which was owned by Dea. Judah Rogers, south of where John Kenrick resides. Asa Higgins had one in 1820 and prior near the pond, north of the present post office, where Fred Percival resides. Elisha Hopkins started a store soon after 1800, and prior to 1830 he sold to Seth Sparrow, 3d—where the first post office was kept. He was succeeded by Seth E. Sparrow, who sold to John Kenrick in 1865. Mr. Kenrick erected a store in 1840 across the road, and after about ten years sold to Seth Sparrow, 3d, who combined the business, moving the building to the site now occupied by Warren Sparrow as a residence. When Mr. Kenrick purchased, he removed the building to its present site, and, adding to it, has made his present commodious place of business. Mr. Ryder had an old store here early in this century; and, later, about 1830, Israel Linnell had one south of the present post office. These were discontinued prior to 1840.

Agricultural pursuits are mostly followed by its inhabitants. It is a chosen spot for summer resorts, and is destined to become important. The sloping banks of Pleasant bay, in which, and in its tributaries and coves, the best of fishing abounds, the wooded knolls and healthful breezes render the territory a conspicuous site for pleasure seekers. The land about Weesquamscutt and Namequoit points to

the extent of three hundred acres has already been purchased for cottages by Boston gentlemen, and on Namequoit point John Kenrick and his son have a large tract upon which cottage building has commenced. The high lands of South Orleans have been planted with growing trees of different varieties, but mostly pine and larch, which add to its beauty. Hundreds of acres have been thus utilized by the residents, John Kenrick having planted over one hundred acres for his portion of the task. This hamlet is on the direct road to Chatham and Harwich, and has many attractions for the tourist.

BIOGRAPHICAL SKETCHES.

James H. Arey, son of Joseph and Dorathea (Eldridge) Arey, and grandson of Thomas Arey, was born in 1815. He was for twenty-five years master of a vessel in the fruit trade. He retired from the sea some years ago, and for the last seventeen years he has owned and run a grist mill at Orleans. He was three years selectman, has been a member of the school committee since 1880, and has held other town offices. He married Tempy, daughter of Joseph Atkins. She died, leaving six children: Benjamin L., Rebecca, James O. (deceased), Jane, Austin and Sarah E. His second wife was Mrs. Susan Wade, daughter of Lewis Phillips.

Josiah L. Cole, son of Ephraim and Mehitabel (Linnell) Cole, was born in 1834. From 1846 until 1873 he followed the sea, after which he was on the Orleans United States life saving station fourteen winters. He married Celistia M., daughter of Joseph and Sally (Ward) Weekes, of Harwich, she being the ninth generation from George Weekes, the pioneer. They have four children: Idella W., Everett A., Mabel D. and Lettice.

Winthrop M. Crosby, born in 1840, is a son of Joshua, grandson of Joshua, and great-grandson of Joshua Crosby. He has been a marble and granite worker at Orleans since 1860. He has been a member of the board of selectmen since 1882. He married Etta F., daughter of Jabez C. Ryder. They have one son, Orville W.

Joseph H. Cummings, born in 1840, is a son of Joseph and Hannah H. (Knowles) Cummings, and grandson of Daniel and Lydia (Sparrow) Cummings. Mr. Cummings has been a merchant at Orleans since 1861. He married Helen C. Linnell, and has six children: Ebenezer L., Henry K., Francis C., Helen J., Mary C. and George.

Beriah Doane, son of Beriah and Elizabeth (Cole) Doane, and grandson of Timothy Doane, was born in 1829. He is a farmer, and owns and occupies the homestead of his father. He married Ruth E., daughter of Joseph K. and Betsey (Sears) Mayo, and has one son, Beriah W.

HON. JOHN DOANE.—This lawyer, mentioned at page 210, died in Orleans March 23, 1881. He was the sixth child of Timothy and Jedidah (Higgins) Doane. He was not in the habit of pleading his cases in court, but when there was occasion secured the services of Nymphas Marston or some other person. He was especially known and consulted as a conveyancer and counsellor. He was noted for his good judgment, honesty and an earnest desire for the welfare of the community. He was familiarly known all over the Cape as "Squire Doane," and was universally respected and loved. He was a friend to young men, helping them to obtain an education, his own opportunities in that direction having been limited. He was an "academy builder," being deeply interested in general education and having eight children of his own to educate. He was one of the earliest, if not the very first, to engage in arboriculture in the country, and planted many acres of old lands to pines and oaks.

November 23, 1820, he was married to Polly, daughter of Barnabas and Zipporah Eldridge. She was born July 28, 1796, and died January 3, 1875. They had eight children: Thomas, born September 20, 1821, a civil engineer, prominently identified with the work on the Hoosac Tunnel, and now living in Charlestown. His first wife, married November 5, 1850, was Sophia Dennison Clark. She died December 5, 1868, and he was married to Louisa A. Barber November 19, 1870. Caroline, born August 14, 1823, married Captain A. H. Knowles April 4, 1849, and died December 30, 1882; John, jr., born April 28, 1825, married Almira C. Starkweather January 1, 1853, died August 25, 1873; Martha, born September 13, 1827; Mary, born August 17, 1829, married Captain Seth Doane, who died February 16, 1877; Lucy, born September 13, 1831, died November 22, 1849; Henry, born January 22, 1834, a law graduate of Harvard, served one year as captain in the war of the rebellion, and died September 2, 1865, of disease contracted in the service; and Charles Watson Doane, born July 9, 1840, married Mary Appleton Doane June 13, 1877, living in Crete, Neb.

Hon. John Doane was a descendant in the sixth generation from Dea. John of Plymouth, who settled in Eastham in 1644. It is believed that the ancestors of the family were Northmen and went over from Normandy to England with William the Conqueror. The Doane crest is made up of five arrows, indicating that they might have been the king's foresters; and their motto is "*Omnia mihi dona Dei*"—"All my gifts are from God." Dea. John Doane was assistant to Governor Thomas Prentice in 1633. Hon. John Doane, a few years before his death, set up a granite post by the side of the cellar hole of the house in which Dea. John Doane once lived, with the inscription, "John Doane here in 1644." He also found stone posts with the in-

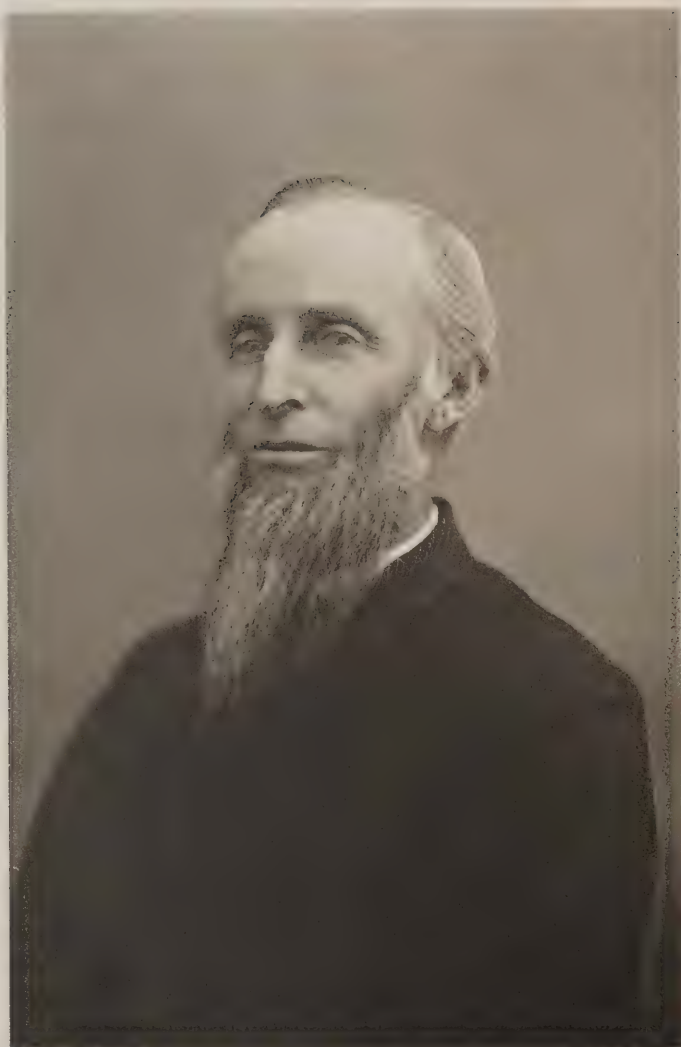
initials I D and a large rock on the Nauset beach with the same initials, marking the boundaries of Dea. John's estate. John Doane, jr., a son of Dea. John, by wife Abigail, was born about 1634, and married Hannah Bangs. Their son, Samuel, born March 2, 1673, married Martha Hamblen December 30, 1696. Dea. Simeon Doane, son of Samuel and Martha, was born in 1708 and married Apphia Higgins in 1730. Their son, (Deacon) John, born about 1739, married Betty Snow about 1761, and their son, Timothy, born May 13, 1762, was the father of the subject of this sketch. Timothy Doane married Jedidah Higgins March 7, 1781. They had twelve children, one of whom died in infancy. Timothy Doane died January 19, 1822, and his wife died March 4, 1847.

OLIVER DOANE.—A prominent figure in the early history of this part of Cape Cod was John Doane, of Eastham, who settled there in 1644. He bore the title of deacon, that insignia of Puritan importance, and is known in history by this title; and has been referred to in Pratt's History of Eastham as dying in that town at the advanced age of 106 years. He and Governor Prince were the only ones of the seven first settlers of Nauset whom the records dignify with the title of Mr. He came to New England early, but not in the ship *Fortune*, as Rev. Pratt stated, neither did he come in either of the first three vessels. The tradition also regarding his remarkable age has been widely copied, and very generally accepted as true. The fact is, he died February 21, 1686. His will was made May 18, 1678, in which he declared his age as "88 or thereabouts." This will was admitted to probate June 2, 1686.

The male line of descent from the deacon to the subject of this sketch, inclusive, is John, John, Samuel, Deacon Simeon, John, Timothy, Lewis and Oliver. Timothy, the grandfather of Oliver, was born in 1762, and in Orleans reared eleven children: Beriah, Lewis, Timothy, John, Isaac, Nancy, Abigail, Hetty, Betsey, Sally and Melinda. These became heads of families, and, excepting Melinda, died in Orleans.

Lewis Doane was born September 24, 1787, on the site now occupied by his son, Oliver, the old home having been removed and the present one built early in the present century. He owned and was interested in many thousand feet of salt works along the farm shore. He married Tamzen, daughter of Dea. Abner Freeman, on the 19th of March, 1812. Their eight children were: Captain Truman, born December 28, 1812; Lewis, jr., born February 28, 1815; Freeman, December 23, 1816, who died young; Freeman, April 7, 1819; Julia A., September 1, 1821; Tamzen, May 10, 1825; Benjamin, July 3, 1827; and Oliver, born December 10, 1831.

Truman, the eldest of these, adopted a sea-faring life, and arose to



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HARWICH, MASS.

Oliver Doane

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"THE DOANE HOMESTEAD."
RESIDENCE OF OLIVER DOANE,
East Orleans, Mass.

prominence as a master. On his retirement from sea, during the years he remained in the town, he served two terms in the legislature and several years as selectman. Soon after the close of the rebellion he removed to Florida, purchased a cotton plantation, and there died in 1881, leaving six children: Captain Alfred, Adelia, Victoria, Thankful, Leander and Tamzen.

Lewis, jr., the second son, was a merchant and farmer of note, who subsequently removed to Florida; but returned to Marblehead, where he died, leaving a son—Elisha C. Doane.

Freeman was a merchant in Orleans, filling the office of representative two terms, and that of selectman for fourteen years, acting as chairman the greater part of the time, and which office he held at his death. He died at Orleans, leaving two daughters—Olive and Ella—and Alliston, a son.

Julia A. married Leander Crosby, of Orleans, on the ninth of May, 1844, and has since resided in the town. Mr. Crosby served in the general court as representative, and was a delegate to the convention for the revision of the constitution. He died March 1, 1872, leaving a daughter—Mary Celia Crosby.

Tamzen married Clarrington Mayo, of Victor, N. Y.,—a former resident of the Cape—on the 17th of January, 1871, and was left a widow March 6, 1873. She subsequently removed to Orleans, and now resides with her sister, Mrs. Crosby.

Benjamin died when a young man, and unmarried.

Oliver, the youngest of the children, was educated at Orleans and Harwich, remaining with his father on the homestead. He was married March 11, 1873, to Sarah C. Harding, daughter of Prince S., and granddaughter of Ephraim, who was direct in the line from Joseph, who came from Eastham in 1644 with Dea. John Doane, his uncle.

Mr. Doane still occupies the ancestral estate in that quiet, social manner peculiar to him, unmolested by the cares of office or business beyond that of his farm and dairy, of which he has made a success. The emoluments of office have no charm for him, and knowing there are others equally as capable, as well as willing, to administer the affairs of the town, he declines. In his political preferences he firmly supports the cause of the republican party, and to the Methodist Episcopal church he renders material aid. In his meridian, surrounded by the refinements of the present day, and in the companionship of an excellent wife, this worthy representative of that ancient family is passing the afternoon of his life in that home so dear.

Gilbert A. Dodge, of Orleans, Mass., was born in Farmington, Me., in 1839. His father was William, son of Benjamin Dodge. Gilbert A. was in the late war nine months with Company I., Third Regiment Massachusetts Volunteers, and since his discharge from the service

his occupation has been railroad repairs and constructions. He has lived in Orleans since 1865, was married in 1866, to Sarah W. Gould and has one daughter, Carrie Gould Dodge. His wife was a daughter of Captain Nathaniel Gould, who was lost at sea in 1856 on a foreign voyage. He was one of the ablest men of the town. His wife was Hannah K. Crosby, by whom he had five children—two sons and three daughters. Joshua was a veteran in the late war in Company F., Twenty-fourth Regiment Massachusetts Volunteers, from 1862 to the time of his death, which occurred April 4, 1864, at United States General Hospital, New York. Captain Nathaniel followed the sea and was master of the ships *Agencer* and *Conqueror* for years, and is now a resident of Petaluma, Cal., where he is general manager and owner of a steamboat line from Petaluma to San Francisco. Nancy B. is married to Cyrus J. Littlefield of Natick, where they now reside, and Theresa M. to Eldonis A. Hopkins of East Orleans.

Richard S. Freeman, son of James and Mercy (Sparrow) Freeman, and grandson of John Freeman, was born in 1831. He began going to sea at the age of fourteen, continuing until 1872, having been in command of a fishing vessel about twelve years, and is now a farmer. He is a member of the Congregational church. He married Olive G., daughter of Sylvanus and Olive (Linnell) Snow. Their children are: Albert A., Julietta W. and Olive M.

Nehemiah S. Harding, son of Henry and Almira (Smith) Harding, and grandson of Ephraim Harding, was born in 1842, and has followed the sea since 1857. He married Ellen A., daughter of Clarington and Effie (Rogers) Smith, and granddaughter of Asa Smith. Mrs. Harding is a member of the Methodist Episcopal church.

Benjamin Higgins, son of Benjamin and Tamesin (Rogers) Higgins, grandson of Moses Higgins, and great-grandson of Elnathan Higgins, was born in 1827, and has worked at the shoemaker's trade since 1847. He married Azubah S., daughter of Dean S. Nickerson.

Eli S. Higgins, son of Judah and Betsey (Small) Higgins, and grandson of Samuel Higgins, was born in 1824. He is a farmer and engaged in shipping clams to Boston. He was several years a member of the school committee. He married Laura A. Nickerson, who died, as did also her only son. He married for his second wife, Mehitabel, daughter of Adnah Rogers. She died, leaving four children: Enos O. (deceased), Charles E., Josiah F. and Laura M.

Freeman Higgins, 2d, only surviving child of Eliakim and Rebecca F. (Kingman) Higgins, grandson of Eliakim, and great-grandson of Eliakim Higgins, was born in 1832. He was a carriage maker and cabinet maker from 1851 until 1885, and since that time he has been a farmer, owning and occupying the homestead of his father, grandfather and great-grandfather. He married Bathiah B. Warren, who died leaving one daughter, Alice H.

Joseph L. Higgins is a son of Jabez and Alice (Linnell) Higgins, and grandson of Moses Higgins. He married Eliza D., daughter of David and Polly (Doane) Snow, and granddaughter of Stephen Snow. Their only child, Washington S., was born in 1844. He followed the fishing business for twenty years, and for the last six years has been a farmer.

Lot Higgins, born in 1809, is a son of Lot and Mercy (Sparrow) Higgins, and grandson of Lot Higgins. He began going to sea at the age of eleven years, attained to master of a fisherman at the age of twenty-one, continuing at sea until 1854. After being a grain merchant for eight years he began keeping a general store at East Orleans, where he has also been postmaster since 1862. He was representative to the legislature in 1872 and 1873. He married Seville, daughter of Isaac Snow. They have two children living—Mercy and Sparrow; three having died—Lot S., and two in infancy.

Thomas W. Higgins, son of Thomas and Susan (Snow) Higgins, and grandson of Thomas Higgins, was born in 1842. At the age of fourteen he began going to sea, and since 1870 has been master of coasting vessels. He is a member of the Orleans Congregational church. He married Deborah C., daughter of Samuel and Deborah (Snow) Sparrow, and grand-daughter of Samuel Sparrow. They had one daughter, Ellen J., who died at the age of twelve years.

Francis Hopkins, son of Davis and Thankful (Myrick) Hopkins, grandson of Elkanah, and great-grandson of Joshua Hopkins, was born in 1834. He followed the sea in early life, and has been superintendent of government works in Boston harbor since 1871. He married Abigail^o, daughter of Joshua^a and Dorinda (Cole) Sparrow, granddaughter of Joshua⁷, (Richard^e, Isaac^b, Richard⁴, Richard³, Jonathan², Richard Sparrow¹). They have two sons—Francis W. and Charles W.

Warren H. Hopkins, son of Edward and Mary A. (Doane) Hopkins, and grandson of Moses Hopkins, was born in 1845, in Brewster, and came to Orleans in 1868, where he has carried on a wagon, paint, and blacksmith shop since that time. He married Hannah R., daughter of Joshua Nickerson. Their children are: Abel I., Mary M. and Warren M.

Davis Hurd, son of Zenas and Salome (Higgins) Hurd, and grandson of Joseph Hurd, was born in 1815. He was a sea captain from 1836 to 1842, and from that time until his death in 1881 he kept a variety store and livery stable at Orleans. He married Rebecca, daughter of Thomas, and granddaughter of Joshua Gould. Their children are: Emma F., D. A. and Flora E.

Edward S. Hurd, son of Luther and Olive (Linnell) Hurd, was born in 1827. He followed the sea from 1836 until 1868, when he went to

Tiverton, R. I., where he was engaged in the oil business for eighteen years. He married Paulina, daughter of Sears Rogers. Their two children are: Paulina S. and Edward E.

ALFRED KENRICK.—By the earliest records of Boston it is found that four brothers, ancestors of the Kenricks in America, came in 1633 from York, England, to this continent. John, the eldest, settled at Roxbury, Mass., afterward removing to Newton, where have been reared many notable descendants; another settled in New Hampshire, from whom descended divines and literary men well known in northern New England and the Middle states; another went south, from whom the Kenricks, of Georgia, and other southern states descended; and Edward, the youngest, came to Cape Cod about 1640, settling on the spot a little west of where Luther Hurd lived, removing later to the old Kenrick place in South Orleans, then a portion of Harwich. He was a wealthy trader and on this homestead, which was once occupied by the subject of this sketch, and still is in part, by other descendants, he reared three sons: Thomas, Solomon and Jonathan. Of these, Thomas and Solomon settled in Harwich, but the latter subsequently sold to Thomas and moved to Nova Scotia. The Kenricks of Harwich are descendants of Thomas. Of Solomon's two sons—John and Solomon—the elder attained an enviable position in the command of a privateer during the revolutionary war, and was the first American who circumnavigated the globe. He discovered the Columbia river, which he named from his ship, the *Columbia*, of which he was master.

Jonathan, the youngest son of Edward, was educated at Cambridge, and became an eminent physician. He married Tabitha Eldridge, of Chatham, and died at the age of thirty-six, leaving three sons: Samuel, Warren A. and Jonathan, whose mother subsequently married Theophilus Hopkins. Samuel, the eldest son of Doctor Jonathan, studied medicine with Doctor Breed and became eminent in the practice in Orleans. He had three sons and three daughters. Jonathan, the eldest of the sons of Doctor Samuel, married Betsey Rogers of Harwich, and of their twelve children eleven lived to an adult age, settling in various sections, with various occupations.

Alfred Kenrick, the eighth of these, was born at Orleans May 30, 1800. His own record of his school days is the best: "I remember that at the age of six I was sent to a private school kept in a little porch connected with the house of Dea. Judah Rogers where I was taught by a maiden lady—the deacon's daughter. The seats were constructed of unplanned boards resting on blocks of wood. The length of the term depended on the amount of money subscribed, and although the teacher's wages only averaged eighty cents per week, the term seldom exceeded ten or twelve weeks. About two years



Alfred Knicker

later I attended the public school, having its winter term taught by a male teacher—a term usually of ten weeks. Then followed the embargo act with its effect to cut off all trade; then the war of 1812, which filled up the measure of depression, then I decided to work in Almey, Brown & Slater's cotton factory, in Smithfield, R. I., where I continued until the peace. In the spring of 1815, I went to Providence and shipped on board the schooner *Joseph*, as one of her crew, commencing my occupation of a seafaring life."

He sailed in eight vessels as a common sailor, in three as second officer and in six brigs and ships as first officer, attaining the command of the new ship *Courser* when he was twenty-seven years old, after which he was in command of and owner in ten other vessels: *Eugene*, *Margaret*, *Bramin*, *Brookline*, *Boston*, *Tenedos*, *Plymouth*, *Norman*, *Stamboul* and *Osmanli*. In the last named vessel he circumnavigated the globe, passing Cape of Good Hope to Melbourne, thence to Callao, around Cape Horn to New Orleans and to Boston, where he arrived June 18, 1854. He had then crossed the Atlantic 108 times, besides his many voyages to the West Indies, Brazil and other parts of South America, and to the Cape Verde, Madeira, Azores and Western islands. As boy and man the captain must have traversed more miles of ocean, within about two score years, than usually falls to the lot of an individual. He then turned agriculturist, which he continued through the remainder of his active life.

He was early commissioned a justice of the peace, which office he held many years, but in 1862, when he received his last commission from Governor Andrews, he was informed that the law had been made that before the person could swear in he must pay five dollars into the state treasury, whereupon he tore the commission into fragments, as he "never bought or paid for office." He was selectman several years and chairman of the board; was many years on the school board, but when acting with a large committee to hire teachers he found each member had a niece, aunt, daughter or sister who must teach, then he resigned. In 1856 he was elected senator, which office he satisfactorily filled one term. He never sought office, and so tenacious was he of what he thought right that unless he was allowed to act up to his own convictions a resignation followed. When he was appointed deputy sheriff, under David Bursley, he soon found that serving writs of attachment upon the property of poor people did not just accord with his feelings, and he resigned. He has acted upon committees for building school houses, churches and other public buildings, the last being the Snow library building in 1877.

The captain was married January 4, 1825, to Almina, daughter of David Taylor, and of their seven children those who lived to manhood and womanhood are noticed in the four following paragraphs.

Alfred Kenrick, jr., born in October, 1825, married Sarah B. Gleason. He built up a very large business in Brookline, Mass., where he died in 1885, leaving his business to his two sons: Alfred E. and Moses F. He was much respected in that city, and his loss was deeply deplored. He also left another son, George R., and a daughter, Mary E.

David T. was born in 1830, and married Amanda Gibbs. They have one son, David A., who has a wife and two children, all living in Brookline.

Mary T., born in 1841, married George H. Moss, and died in 1871. She left two children: Fred H. and Mary A. Moss.

Eliza F., born in 1844, married Asa Smith of Orleans, who is a ship captain now residing in Boston.

Captain Kenrick's first wife died January 11, 1879, and in February of the following year he married Mrs. Adaline B. Walker, who died November 27, 1889, leaving two daughters of her first marriage, who kindly care for Captain Kenrick at his home.

In giving this brief history of this worthy old gentleman it is plain to see that the full details of his voyages and even an epitome of his many noble acts would fill a volume. He has stood firm and upright in the religious, civil and private relations of life, and at the age of ninety is as firm and consistent as ever. He has always acted in politics with the democratic party, and was among the first to put pen to paper in 1825 for the call of a meeting to organize the Universalist society of Orleans, which fact indicates his religious views. Where he was then in his views he is to-day. Hume, in his history of England, speaks of the Kenricks in the sixth century, and like his ancestor, Alfred of England, no circumstances could deflect Captain Alfred of the present time from a straightforward and upright course.

John Kenrick.—The ancestry of this citizen of South Orleans is along the line to the Saxon Edward Kenrick, mentioned in the biography of Captain Alfred Kenrick. The Jonathan who settled at South Orleans married Hannah Cole and reared, among others, a son John, born May 18, 1781, who married Rebecca Sparrow on the seventh of December, 1804. He was a prominent man, filling various town trusts, representing his town in the legislature, and was instrumental in saving his town from the heavy exactions of the British cruisers of 1812. This John reared three children—Sophia, who married Elisha Cobb; Reuben, who married M. F. Anderson, and John, the postmaster and merchant of South Orleans, who resides on the ancestral estate, where he was born August 19, 1819. In early life he taught school, and for forty years has constantly filled offices in his town. He was sent to the legislature in 1852 and 1853 by the unanimous vote of his townsmen. In commissions for the preservation of harbors and forests he has been prominent, filling with honor more



Seth H. Kingman

places of trust than usually are credited to his townsmen. He married Thankful Crosby July 30, 1843, and their deceased children are Sophia, Emma, Eva and Alice T.; the surviving ones being Clara, Rebecca and John Kenrick, jr., the latter assisting his father in his business affairs.

CAPTAIN SETH K. KINGMAN, whose engraved likeness is presented on the opposite page, is a retired shipmaster, and a highly respected citizen of Orleans, in which town he was born March 9, 1822. He commenced his seafaring life at the age of ten years on board of a fishing vessel, like most of the boys of that period, and for ten successive years made a trip to the Grand Bank. Disliking this branch of seafaring business, at the age of twenty years he entered the merchant service "before the mast." It was not long, however, before he became a chief officer, visiting the principal seaports of the world. In 1851, while first officer of the barque *Stamboul*, of which his brother, Simeon, was master, the first cargo of ice from Boston to Egypt was delivered at Alexandria, it having been purchased by the government. In 1856, after having made two voyages in the barque *Kate Hastings*, in the employ of H. Hastings & Co., in the India trade, as chief officer, he was given the command, and went to the west coast of South America, and upon returning to Boston the vessel was chartered by the government to carry stores to Hong Kong. From Hong Kong he took a cargo for Shanghai, and from that place, with a cargo of tea, he returned to New York in 1858.

Again sailing for Shanghai, he remained on the coast of China and in the China sea, visiting all the open ports of China, Japan and the island of Formosa, until the year 1863, when, selling his vessel at Singapore, he returned to Boston, took command of the barque *Nonantum*, and with a cargo of eighteen hundred tons of coal sailed for San Francisco. The coal was sold there for sixty-five dollars per ton to the steamship line between New York and San Francisco, via Nicaragua, and was delivered at San Juan Del Sur. Sailing for Chinca islands, he took a cargo for Rotterdam. After several voyages to different seaports in Europe and Asia, he returned to New York. When the new ship *Cashmere* was ready for sea, in 1868, he took command, and again engaged in the India and China trade until 1873, when he retired from seafaring life, and returned to his native town, where he now resides, enjoying the pleasures of a quiet and pleasant home, after so many years of an active life upon the sea. Of his forty years of sea life—thirty of them in the merchant service—visiting all parts of the world, he has never been wrecked, never lost a mast, or sustained serious injury, which, indeed, is remarkable.

Captain Kingman is a descendant, in the eighth generation, of Henry Kingman, who came to this country from Wales and settled in

Weymouth in 1632. Simeon Kingman, Esquire, grandfather of Captain Kingman, and the first of the name who settled on the Cape, was the eldest son of Matthew Kingman, and was born in that part of old Bridgewater, now Brockton, May 27, 1756. He married Rebecca, daughter of Major Gideon Freeman, of Eastham, October 15, 1778, and after a few years' residence in his native town, he removed to Plymouth and engaged in mercantile business. From this place, about 1788, he removed to that part of Eastham now Orleans, took up his residence, engaging in farming and business of a public character. Being a man of more than ordinary abilities, energetic and public spirited, he soon became a leading man of the place. He was the leading magistrate from 1794 a great number of years; postmaster for many years before 1811; adjutant of the Second regiment of Massachusetts militia for many years before 1820; representative from Eastham in 1796 and 1797, and also from Orleans, after its separation from Eastham, in 1798, 1799, 1810 and in 1811. He died at Orleans January 28, 1828. His wife, Rebecca, died in 1822. He was the eldest brother of Hon. Abel Kingman and Eliaphlet Kingman, Esq., leading men in North Bridgewater, now Brockton, half a century ago. The children of Simeon Kingman and wife, Rebecca, were: Rebecca, born in Bridgewater March 24, 1780, died August 10, 1786; Freeman, born in Bridgewater September 4, 1781, drowned January 14, 1793; Polly, born in Plymouth, August 14, 1783, married Rev. Martin Alden, of Yarmouth, October 29, 1810; Patty, born in Bridgewater, January 1, 1786, married Dr. Oliver Ford September 23, 1809; Matthew, born in Eastham July 22, 1789, married Mercy Kenrick November 30, 1808, died October 20, 1848; Rebecca, born in Eastham October 11, 1791, died October 13, 1791.

Matthew Kingman, son of Simeon Kingman, Esq., and father of Captain Kingman, was a prominent citizen of Orleans. He was selectman, coroner and postmaster, and was holding the latter office at the time of his death, which occurred very suddenly, while from home on the morning of October 20, 1848. He was a member of the Universalist church, and a man of high moral character. He married Mercy, daughter of Captain Jonathan and Betsey Kenrick, and granddaughter of Dr. Samuel Kenrick, November 30, 1808. She died September 17, 1857, aged sixty-five. Their children were: Rebecca F., born October 10, 1809, married Eliakim Higgins of Orleans; Betsey K., born February 2, 1812, married Josiah Y. Paine of Harwich; Freeman, born May 26, 1814, married Elvira Corcoran, and died August 10, 1882; Overy, born March 28, 1816, and died in infancy; Simeon, born December 22, 1817, married Patia Knowles, and died at sea while in command of barque *Rebecca Goddard*, November 15, 1860; Alfred, born February 24, 1820, died in infancy; Seth K., born March 9, 1822; Isabel

M., born July 31, 1825, married Fred. Percival, died January 14, 1874; Alonzo H., born December 18, 1827, married Sarah T. Mayo, died at sea while in command of the barque *Great Surgeon*, March 22, 1880; Eliza M., born January 18, 1831, married N. C. Young; Matthew, born October 29, 1834, died February 13, 1858.

Ezra Knowles, only surviving son of Ezra and Elizabeth S. (Rogers) Knowles, and grandson of David Knowles, was born in 1836, and has been a carpenter since 1855. He owns and occupies his father's homestead. He has been fifteen years a member of the official board of the Orleans Methodist Episcopal church. His first marriage was with Eunice S. Gould. He married for his second wife Thankful, daughter of James Lincoln. They have two children living—Lizzie M. and Clarence E. They lost one son—Arthur I.

Theodore L. Knowles, son of Paul and Susan (Thomas) Knowles, and grandson of Isaiah Knowles, was born in Truro in 1833, and moved to Boston with his parents in 1841. In 1849 he entered a shoe firm as salesman, and in 1858, he began shoe manufacturing, which he continued until 1869, when he came to Orleans, where he has been engaged in agricultural pursuits since that time. He married Harriet C., daughter of Joel Snow. She died leaving six children: Nellie T., Albert L., Ruth M., Hattie, Susie G. and Fred.

Dean S. Linnell, son of Dean G. and Mehitabel F. (Rogers) Linnell, grandson of Elkanah, and great-grandson of Elkanah Linnell, was born in 1846. From 1862 until 1887 he was at sea engaged in the oyster and fishing trade, being captain eighteen years. He has four brothers and sisters living: Albert, Abbie, Ida and Orissa. He married Emogene, daughter of Sidney Eldridge. Dean G. Linnell has a silver medal which was awarded him by the Massachusetts Humane Society, for services which he rendered to the wrecked ship *Orissa*, on the Orleans shore in 1857. Mr. Linnell's father was twice married. His first wife was Deborah Linnell, who had one child—Francis Linnell.

Edmund Linnell, son of Edmund and grandson of Edmund Linnell, was born in 1833. He was a master mariner for about twelve years prior to 1870, and since that time he has been a farmer. He married Bethiah B., daughter of Harvey and Betsey (Snow) Sparrow, granddaughter of Josiah Sparrow.

David Snow, son of David, and grandson of Stephen Snow, was born in 1822. He was a master mariner from 1845 until he retired from the sea in 1885. He married Betsey S., daughter of Harvey Sparrow. She died, leaving two children: Heman R. and David A. His second marriage was with Sarah L. Smith.

Isaiah Linnell, born in 1813, is a son of Solomon and Polly (Harding) Linnell, and grandson of Josiah Linnell. He followed the sea

from 1822 until 1867, and since that time has been engaged at carpenter work. He married Pattie, daughter of John and Joanna (Higgins) Gould. They have four children: Adelaide, Eunice, Maria and Isaiah, jr. They lost six children.

Benjamin Mayo, son of Samuel and Delilah (Rogers) Mayo, grandson of Theophilus, and great-grandson of Theophilus Mayo, was born in 1837. He was fourteen years engaged in the fishing business, and since 1866 has been a farmer. He married Lucy B., daughter of Franklin Smith. She died leaving two children—Mary J. and Walter H. His second marriage was with Mrs. Paulina S. Sparrow, a daughter of Dean S. Sparrow. She had one daughter by her former marriage—Mary O. Sparrow.

Freeman Mayo, born in 1812, is the youngest child of Theophilus and Ruth (Freeman) Mayo. He was town clerk and treasurer from 1864 until 1889, constable and collector for sixteen years prior to 1889, and has held several minor town offices. He married Hannah, daughter of Richard Higgins. They have one adopted daughter, Mary I.

Joseph K. Mayo⁸, born in 1828, is a son of Joseph K.⁷ and Betsey (Sears) Mayo, grandson of Uriah⁶ (Thomas⁵, Samuel⁴, John³, John², Rev. John Mayo¹). Mr. Mayo is a farmer, owning and occupying the homestead of his father and grandfather. He married Susan M., daughter of James L. and Sukey (Crosby) Sparrow, and a sister of Benjamin C. Sparrow.

Samuel Mayo, oldest son of Samuel and Delilah (Rogers) Mayo, and grandson of Theophilus Mayo, was born in 1830. He followed the sea from 1845 until 1872, and since that time has been a farmer. He has been member of the board of selectmen since 1887. He married Mrs. Phebe S. Walker, daughter of Thomas L. Mayo, granddaughter of Heman Mayo, and great-granddaughter of Jonathan Mayo. They have two children: George A. and Louisa R. Mrs. Mayo had two sons by her former marriage: Arthur E. and Elbridge M. Walker.

Alexander T. Newcomb, born in 1842, is a son of Thomas S. and Julia (Snow) Newcomb. He has been a merchant at Orleans since 1860. He has been a member of the board of selectmen since 1878, and is a director in the Barnstable County Mutual Insurance Company. He married Esther G., daughter of Freeman Sherman.

Asa S. Nickerson, son of Josiah and Eunice (Smith) Nickerson, and grandson of Joshua Nickerson, was born in 1828. He followed the sea in the coasting and fishing business from 1838 until 1882, as master eleven years. He married Laura A. Gould, who died leaving one daughter, Lettie H. (Mrs. S. L. Eldridge). He married for his second wife Mrs. Jane S. Gould, daughter of Harvey Sparrow. She had one son by her former marriage—Josiah O. Gould.

James W. Percival is a son of James, and grandson of James Percival. He married Chloe, daughter of Joseph C. and Harriet (Snow) Mayo. They had four children: Mary C., Joseph W., Henry M. and Hattie S.

Marcus M. Pierce, son of Joseph and Sarah (Bassett) Pierce, was born in Chatham, in 1840. He was master mariner from 1861 to 1870. He was keeper of the Nauset United States Life Saving station for six years, and since 1880 has been keeper of the Orleans station. He is a member of the Masonic order. He married Mercy O., daughter of Willis Snow. They have one daughter—Sadie W., and lost one—Ina M.

Eleazer Rogers, son of Eleazer and Elizabeth Rogers, and grandson of Hezekiah Rogers, was born in 1815. He followed the sea from 1829 until 1878, thirty years of the time as commander of a fisherman. He is at present engaged in farming and shipping clams and quahaugs to New York and Boston. He married Rebecca, daughter of John Walker, of Harwich. She died leaving three children—Sarah W., Rebecca F. and George W. They lost one daughter, Tamesin J.

Joseph W. Rogers, born January 20, 1823, is the eldest son of Alvah, grandson of Richard and great-grandson of Gideon Rogers. His mother was Lucy, daughter of Prince Rogers. Mr. Rogers followed the sea from the age of eleven until 1865, and was for twelve years engaged in the provision business. He was representative in the legislature in 1888, was several years selectman, also a member of the school committee, and is now deputy sheriff. He married Temperance, daughter of Joseph L. Rogers. They have had nine children; three of whom are living—Howard W., Joseph L. and Earnest W.

Carmi H. Shattuck, son of Abel and Abigail (Nickerson) Shattuck, grandson of Luke M. and great-grandson of Abel Shattuck, was born in 1852. He has kept a livery stable in Orleans since 1870. He married Emily S., daughter of Nathaniel and Barbara Rogers. Mr. Shattuck's father was a blacksmith by trade, and kept a hotel in Orleans from 1862 until his death in 1886. He built the Shattuck House.

Eldridge F. Small, only surviving child of John and Charlotte Small, grandson of John, great-grandson of William, and great-great-grandson of Benjamin Small, was born in 1842. He began going to sea at the age of twelve years, was in the United States navy from February, 1864, to September, 1865, and for the last twelve seasons he has been running a yacht. He is a member of the Frank D. Hammond Post, G. A. R. He married Abigail, daughter of James Smith.

John M. Smith, son of Lewis and grandson of Lewis Smith, was born in 1846. His mother was Mehitabel, daughter of Myric Smith. He has carried on a restaurant and bakery business in Orleans since 1868. He is a member of the Orleans Methodist Episcopal church,

and a prohibitionist. He married Paulina S., one of fifteen children of Bangs and Olive (Crosby) Taylor. They have had five children, all of whom died.

Joshua H. Smith, son of Alvin and Eliza (Gould) Smith, and grandson of Josiah Smith, was born in 1829. He followed the sea from 1840 to 1870, as master twenty years. He married Dorcas, daughter of Nathaniel Freeman. They have one daughter, Ada B. Mr. Smith is a member of the school committee.

Thomas Smith, son of Sylvanus and Persis (Rogers) Smith, was born in 1839. He was for eighteen years a merchant at Orleans, retiring in 1887. He married Clara A., daughter of Joseph and Hannah (Knowles) Cummings. They have one son—Thomas A.

Aaron Snow, son of Sylvanus and Olive (Linnell) Snow, and grandson of Aaron Snow, was born in 1825, and followed the sea several years in early life. He carried on a grain, coal and grocery store at the Orleans depot for ten years, and since that time he has run a schooner from here to New York and kept a grain and coal store on the town cove. He built a large residence near his grain store in 1880. He married Mary J. Tutty, and has had six children: Aaron A., William H., George F., Icie J., A. Lizzie and Alice R.

CALVIN SNOW.—The subject of this sketch is descended from Nicholas Snow, who came over in the *Ann* in 1623. Nicholas married Constance, a daughter of Stephen Hopkins, who came over with her father in the *Mayflower*. Nicholas was one of a company who settled in Eastham in 1644, where he died November 15, 1671. He was a useful and prominent man of the new settlement; was three years deputy to the colony court, seven years selectman and sixteen years town clerk of Eastham. His son, Stephen, married Susanna Doane, and their son, Micajah, born in 1669, married Mary Young. Their son, Jesse, born 1709, married Louis Freeman, and they had a son, Edmund, born in 1752, who married Mary Clark of Brewster. Edmund's son, Jesse, born June 15, 1791, married Patty, daughter of Eliakim and Sarah Higgins. They were married in 1816, and both Jesse and his wife died in 1872. Jesse Snow was for several years captain of the packet running between Orleans and Boston. He had three sons: Calvin, Jesse and Reuben H. Jesse was born in 1826 and died in 1888; Reuben H., born in 1827, died in 1862.

Calvin Snow was born November 12, 1818. He enjoyed the ordinary educational advantages of Cape Cod boys. At the age of fourteen he went to sea in the milder months of the year; this he continued until he was seventeen years old, when he learned the tinplate and hardware trade, and at an early age he established himself in the stove, tin and hardware business on his own account, in which he was reasonably successful. He subsequently became considerably inter-



Calvin Snow

ested in shipping and took some part in town affairs, serving for several years as one of the board of selectmen and assessors. The opportunities for business enterprise and success at home being necessarily restricted, Mr. Snow joined the host of pushing New Englanders who have gone to Chicago and developed its wonderful business resources. Settling in that city in December, 1860, he connected himself with the firm of Freeman, Burt & Co., pork packers. The firm name was subsequently changed to Branard, Burt & Co. This firm dissolved, and a new firm was organized under the name of Burt, Hutchinson & Snow. This last firm built one of the first, if not the very first, packing house at the Chicago stock yard. A new firm, with which Mr. Snow was connected, was subsequently formed, under the name of the Chicago Packing and Provision Company.

After some twelve years of absorbing devotion to business, and being successful to the full extent of his reasonable anticipations, his wife's health becoming impaired, in 1872 he relinquished active connection with business in Chicago and returned to his native town, for which he never faltered in his attachment, and where he has since interested himself in all the movements which tend to promote the social and business interests of the community. His religious sentiments are liberal and progressive, and, without seeking office for himself, he has ever evinced a strong interest in the promotion of the cause of republicanism. Mr. Snow, in 1839, married Matilda, daughter of Elkanah and Sarah Cole of Eastham, who died September 22, 1887. Their children were: Charles H., born in 1839; Susan W., born in 1841; Alpheus W., born in 1843; Rufus E., born 1844; Edgar, born 1846, died 1849; Edgar, born 1851, and George C., born 1853, died 1854.

Charles H. Snow was married in 1860 to Patience E., daughter of Phillip N. and Mary Y. Small of Harwichport. Susan W. Snow was married in 1870 to Rollin O., son of Charles W. and Harriet E. Linsley of Ripton, Vt. Mary M., their only child, was born in 1879. Alpheus W. Snow was married in 1886 to Annie E., daughter of John and Mary Linnell of Orleans. Rufus E. Snow married in 1868 Sarah S., daughter of Sullivan and Sarah S. Hopkins of Orleans. Their children are: Edith G., born in 1871, died 1883; Mattie M., born 1873, died 1874; George S., born 1876; Calletta, born 1880, died 1881. Edgar Snow was married in 1875 to Mary W., daughter of William and Mary Higgins of Eastham.

Elkanah L. Snow, son of Sylvanus and Olive (Linnell) Snow, and grandson of Aaron Snow, was born in 1835. He began going to sea at the age of fifteen, continuing until 1875, with the exception of six years when he was on the Erie canal and four years in the lobster business. Since 1875 he has been a merchant at East Orleans. He

has been five times grand juror, four years a member of the New York board of underwriters, and is now a member of the Boston board of underwriters. He is keeper of Nauset Humane House, No. 40. He married Julia M., daughter of Thomas S. and Julia (Snow) Newcomb. They have one son—Frank W.—and lost one—Henry H.

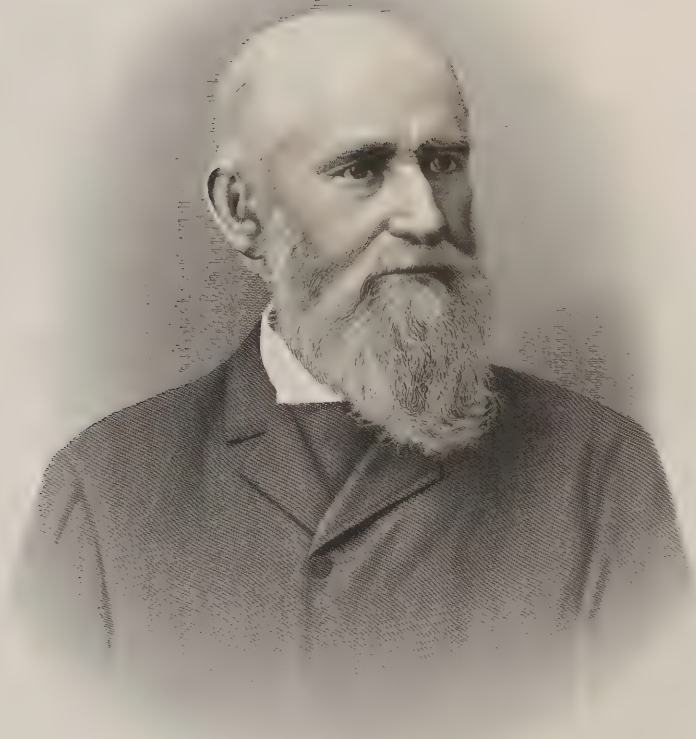
Freeman Snow, youngest son of Captain Edmund and Mary (Eldridge) Snow, and grandson of Edmund Snow, was born in 1828. He followed the sea from 1845 until 1870. He was fourteen years surfman on the Orleans United States life saving station. He is now engaged in farming, and keeping summer boarders. He married Sarah F., daughter of Bangs and Olive (Crosby) Taylor. They have three daughters: Ella E., Sarah E. and Olive A.

Freeman H. Snow, born in 1823, is the youngest child of Benjamin and Hittie (Freeman) Snow, grandson of Elnathan, and great-grandson of Elnathan Snow. Mr. Snow is a farmer, owning and occupying the homestead of his grandfather, Abner Freeman. He is a member of the Congregational church. He married Annie E., daughter of James L. and Sukey (Crosby) Sparrow. They have one son living—Freeman E.—and one died—Benjamin S.

Mark C. Snow, only surviving child of Jonathan Snow, (born June 24, 1779), and grandson of Stephen Snow, was born December 26, 1808. His mother, Zerviah Crosby, was born in April, 1780. He was twenty years in the coasting and fishing business prior to 1844, and since that time has been a farmer. He married Mrs. Lizzie Hussy, daughter of Zenas Doane, granddaughter of Zenas Doane, and great-granddaughter of Noah Doane, of Eastham. Her mother was Polly, daughter of Ebenezer Nickerson of East Harwich.

Willis Snow, born in 1816, was a son of Thomas and Zerviah (Sparrow) Snow, and grandson of Aaron Snow. He followed the sea until 1855, and from that time until his death was auctioneer, wreck commissioner and farmer. He was a member of the Universalist church. He died March 1, 1890. He married Rebecca, daughter of Thomas and Priscilla (Snow) Gould, and had five children: Willis L., James M., Abbott L., Mercy O. (Mrs. Marcus M. Pierce) and Sophia, who married Solomon Taylor, son of James and Phebe Taylor, grandson of John, and great-grandson of John Taylor. They have three children: Marcus B., Florence A. and Harry S. Mr. Taylor followed the sea the most of the time, thirty-eight years prior to 1886. He is now on the Orleans life saving station.

Dean Sparrow, born in 1821, is a son of Godfrey and Mercy (Higgins) Sparrow, and grandson of Lieutenant Colonel Jabez Sparrow. Since 1853, he has been a traveling salesman in different lines of trade. He married Rosilla, daughter of Joel Snow. Their children are: Julia F., George W., Dean E. (deceased), Rosie S., Joshua S., Hubert E. (deceased), Rebecca E., Eugene C. and Mabel S.



Joseph Taylor

CAPTAIN JOSEPH TAYLOR, son of Zoheth and Sally (Doane) Taylor, was born in Orleans, October 26, 1821. His grandfather, Benjamin, who married Eunice Arey, was the first town clerk of Orleans after the separation from Eastham, in 1797.* His great-grandfather was John, of (then) Eastham. Joseph was educated in the common schools of the town, in Orleans Academy, an institution of high repute in its time, and in Phillips Academy, Andover. Like many other Cape boys, the subject of this sketch had his first introduction to sea life on board a fishing craft, in a summer voyage, at the age of thirteen years. At the age of seventeen he commenced service in the merchant marine, and at twenty-three, and embracing the period from 1844 to 1866, he commanded ships in the domestic, South American, Mediterranean, and India trade. The period covered by Captain Taylor's service at sea embraced, perhaps, the brightest era of the American merchant marine, and called for business capacity of a high order. Before the advent of magnetic telegraphs and ocean cables, the master of a merchant ship was greatly dependent upon his own resources, and was obliged to act in many cases as business agent, supercargo and navigator. Not only skillful seamanship, but superior executive ability were requisite, and it was to the no small credit of any one to succeed in a calling which required such a combination of qualities.

Since Captain Taylor's retirement from the sea, until quite recently, he has been pecuniarily interested in navigation; and while manifesting an active interest in local concerns, has not sought to engage in a wider field of public effort, for which his intelligence and experience so well fit him to become useful.

Captain Taylor married Mary D., daughter of Elisha Cole, of Orleans. Their children are: Josephine, Mark C. and Joseph B., who is also in business in Waltham.

JONATHAN YOUNG, who was born in Orleans June 27, 1808, is the son of Jonathan and Eunice (Hurd) Young, and grandson of Nehemiah. He enjoyed such opportunities of education as were within the reach of the youth of his time, and at the age of sixteen years went to Provincetown, as an apprentice to the shoemaking trade. Before the stipulated term of three years service had expired he bought his time from the proceeds of overwork performed, and came to Orleans to establish himself in business. He opened a store for the manufacture

* This Benjamin Taylor was born October 26, 1752, and was the fifth child in a family of six. He was town clerk in Eastham four years before Orleans was erected. He was the son of John, born April 17, 1717, who was married to Phoebe Higgins, April, 1742, by Rev. Joseph Crocker. She died January 30, 1755. The primogenitor of this family name was also named John, who was in Old Eastham very early, as the records contain the statement that he was married to Abigail Hopkins, September 3, 1713, and that Mr. Treat, the pioneer preacher of Eastham, performed the ceremony.—*Records of Eastham.*

and sale of boots and shoes, on the corner which he and his son have since occupied, gradually enlarging his business as his means increased. At the age of twenty-three he married Mary F., daughter of Jonathan and granddaughter of Jonathan Rogers, of Orleans, and to her diligent and prudent co-operation Mr. Young freely ascribes a full share of his success in after life. After about fifteen years in the shoe trade exclusively, Mr. Young enlarged his business to that of a general variety store, in which he has met with the success usually attendant upon intelligent and persevering effort, and in which he continued until 1869, when he transferred his business to his son. Since that time he has lived a comparatively retired life.

Mr. Young's avocations have not permitted of his often accepting public positions, except such as are of a purely business nature. He was, however a captain of the militia company of his town, and received a commission signed by Governor Levi Lincoln, dated July 27, 1831. The experience of the town during the war of 1812-1815 kept the martial spirit alive and active there after it had subsided elsewhere. Mr. Young was clerk and treasurer of the Cape Cod Central Railroad Company, which extended its track from Yarmouth to Orleans in 1865, and was one of eight persons who subscribed to the fund for the equipment and rolling stock of the road. He is a liberal supporter of the Congregational society, and at eighty-two years enjoys the degree of physical vigor which usually attend a good constitution preserved by a life of temperance and frugality.

The children of Mr. and Mrs. Young are: Henrietta, wife of David M. Hodgdon, of Boston, and David L., of Orleans. They have lost two sons—Amos and Alfred. David L. was born in 1848, and since 1868 has been a merchant in Orleans, and since 1889 has been town clerk. His wife, Ida M., is a daughter of John Brightman. Of their four children, two survive: Robert B. and Edna D.



Jon^g Young

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CHAPTER XXIV.

TOWN OF WELLFLEET.*

Formation and Description.—Pioneers.—Early Town Action.—The Revolution.—War of 1812.—The Fisheries.—Population.—King's Highway.—The Eastham Line.—Town House.—Shipbuilding.—Town Records.—Life Saving Station and Lighthouse.—Early Business Interests.—Wind Mills.—Civil History.—Schools.—Churches.—Cemeteries.—Wellfleet Village.—South Wellfleet.—Biographical Sketches.

THE territory comprising this town was formerly included in Eastham, and until the period of its separation their political history is inseparably interwoven; but so far as possible the historical facts pertaining to the territory of the present town, from its first settlement, will find a place in this chapter. Prior to 1644 the territory of Wellfleet had been purchased of George, sachem, successor to Aspinet, and was known as Pononakanet. Here, when the purchase of lands to and including Herring brook, with its meadows, had been made, the committee of whites asked the Indians whose lands were those down the Cape, to which the answer was, "Nobody's." "Then they are ours," was the reply, and Wellfleet was the last territory paid for at this end of the county.

Billingsgate was an early name given to the present territory of Wellfleet, which unexplained cognomen still clings to some of its surroundings. At Billingsgate point, where the first lighthouse was subsequently erected, Captain Standish and the men from the *Mayflower* landed on their way to the main land, and in many ways this territory has been made historic in the annals of the county.

The rapid settlement of this part of the ancient town induced its inhabitants to apply to the court in 1722 to be erected into a separate church parish, which was granted the following year. The importance of this parish, and the distance from the center where the town meetings were held, induced the inhabitants of the new parish to attempt the formation of a separate town. At the first meeting held for this purpose, March 9, 1761, they appointed Captain Elisha Doane agent "to get this precinct set of as a district." He, with Daniel Cole, Richard Atwood, Joseph Atkins, James Atwood, Jonathan Hiller, Eleazer Atwood, Zoeth Smith, Jeremiah Mayo and Samuel Smith,

* The manuscript to page 812 was revised by Simeon Atwood.—*Ed.*

sent a petition to the proper officers of Eastham, who, after properly obtaining the wishes of the people, consented that "the precinct be set off as a district as far as Blackfish creek." This condition not being satisfactory to the petitioners, on the first of November, 1762, another meeting was held in this precinct, at which another committee of seven men—in part the same as at first—was appointed to assist Captain Doane, the agent, in petitioning the general court for an act of incorporation. Order of notice was served on the town of Eastham, and the matter was brought before the May session of the court, which resulted in an act, passed May 25, 1763, which formed the north precinct of Eastham, according to its known bounds, into a district, with all the privileges, powers and immunities of a town, except that its people must join for a time with Eastham in the election of a representative. The same act of incorporation designated August 4, 1763, for the election of its first officers. The warrant for the calling of this meeting was issued by John Freeman, of the old town, to Elisha Doane, of the new. Among other transactions of the meeting, Major Doane, Ephriam Covel and Samuel Smith, jr., were appointed a committee to settle all affairs between the two towns. Wellfleet was joined with Eastham in the election of a representative the few years that elapsed before the legal removal of this restriction. The dividing line of the former parish bounds, as enacted in the incorporation, is substantially the same now between the towns.

The north line, separating the new town from Truro, was "From a heap of stones on Bound brook island, which heap is called the westernmost bound; and from thence easterly by old marked trees, and some newly marked, in the old range, to the sea on the back side," which also remains, relatively, the same bounds.

Having the town of Wellfleet encompassed within its present limits, it may receive a more minute description. It is about eight miles in length from north and south, with an average of three in width, bounded south by Eastham and Wellfleet bay, east by the Atlantic ocean, north by Truro and west by Cape Cod bay; and it is ninety-five miles from Boston by land, sixty-five by water, with a distance of thirty-one miles from the court house of the county. The ocean coast is a high bluff, presenting no indentations for harbors; but there are three on the bay side, each presenting facilities for the commerce of the town. River harbor is in the north part of Wellfleet bay, Duck Creek harbor opens into the last named bay near the center of the town, and Blackfish creek, also a harbor is in the south part—all connected with the bay, which itself furnishes a secure anchorage for vessels of larger tonnage. The creeks are small, the largest being Herring brook in the north part. This, with another creek, forms two islands—Bound Brook island in the northwestern part, surrounded

by the creek bearing its name, and Griffin's, surrounded by Herring brook. Two other islands of importance are Lieutenants, at the mouth of Blackfish creek, and Great island between Cape Cod and Wellfleet bays. Of the nine ponds within the limits of the town, six aggregate 225 acres: Herring pond, of 19; Higgins, of 25; Gull, 95; Long, 34; Great, 42; and Hopkins, 10 acres—all in the northeastern part of the town. The two first named only have outlets. The surface of the town is not only indented by ponds, but from Eastham a range of broken hills extends through into Truro, which show a Titanic war of the elements in ages past. The soil, once more fertile than now, is light and sandy and still susceptible of profitable cultivation. The oak and pine, which, generations ago, were of heavy growth, have been cut off, leaving the soil to the ravages of wind and water. The eastern portion of the town is now fringed with a small growth of pines and a few oaks. Large bodies of salt marsh are found along the western side of the town, around the harbors and coves. The town has two villages, which with their wharves and business places, will form a considerable portion of its later history.

As has been stated, Wellfleet in 1763, commenced its career as a corporate body, but to give the names of all the original settlers of its territory, is an impossibility, for the proprietors' records of old Eastham made no distinctive separations that are now recognizable in the divisions of lands, nor in their civil affairs. Among those here when the town was incorporated we find Sylvanus Snow, who was living in the south part and continued to pay rates in Eastham; we also find here: John Witherel, William Dyer, George Ward, Moses Hatch, Thomas Newcomb, George Crisp, John Rich, John Yates and John Doane. Prior to 1800 we find here: Ebenezer Freeman, Joseph Ward, Jonathan Young, Thomas Doane, Moses Wiley, Thomas Gross, John Atwood, John Treat, Elisha Eldridge, Samuel Brown, Benjamin Hamblen, James Cahoon, Benjamin Young, Daniel Mayo, Eleazer Hamblen, David Cole, Captain Winslow Lewis, Thomas Holbrook, Elisha Cobb, Timothy Nye, Dr. Samuel Nutting, Samuel Waterman, Jonathan Higgins, Major Elisha Doane, Samuel Smith, Jeremiah Mayo, Zoeth Smith, Jonathan Hiller, Eleazer Atwood, Joseph Atkins, Richard Atwood, Daniel Cole, Hezekiah Doane, Elisha Holbrook, Reuben Rich, Ephraim Covell, Eben Atwood, John Swett, James Atwood, Thomas Young, Joseph Pierce, Joseph Higgins, Naaman Holbrook, William Chipman, Ezekiel Holbrook, William Knowles, Thomas Paine, Barnabas Freeman, Reuben Arey, Lemuel Newcomb, Jeremiah Bickford and others. Many of these last mentioned pioneers had, prior to the erection of the town, placed primitive headstones to the graves of their fathers, as the oldest two burial places of the town will attest.

At the first meeting the people voted to lay out another road through the town, and for the building of the bridge over Duck creek Samuel Smith and Major Elisha Doane gave one-half the timber from wood on their lots, Rev. Mr. Lewis giving the other half. This road, now the main street of the village, began at the King's highway, a little to the eastward of the northeast arm of Duck creek; and in 1764 was extended northward of the old meeting house hill to Samuel Hatch's dwelling, and to high-water mark at a landing place. In 1765 an article was added to the town meeting warrant, asking for the suppression of the sale of strong drink; but the proposition was negatived, as the existing laws were considered sufficient. In 1770 rigid penalties were enforced to suppress the sale, especially when the Indians were the purchasers. The fishing privileges received attention, and petitions were sent to court, asking for the protection of oysters during the summer months. The alewives of Herring brook were protected by the action of the people, and their votes were approved by the court of sessions.

The stirring times of the revolution effected the young town, perhaps, more than sister towns, for the fisheries had become more important; but it is recorded that these patriotic citizens sustained the action of the continental congress, and resolved not to purchase or use imported articles. John Greenough, the schoolmaster of the town, had procured two damaged chests of tea at Provincetown, one of which he claimed was for Colonel Willard Knowles, of Eastham, and, notwithstanding the schoolmaster's avowals of unintentional wrong, he was compelled to make a written confession of his error, and for several years was under censure for political malfeasance. The town in 1776 was blockaded, its fisheries crippled by the British privateers, its vessels idle, the town destitute of bread and other necessities; still, when Rev. Isaiah Lewis read to his congregation, on the 25th of August, at the close of his sermon, the declaration of independence, there was not one dissenting opinion expressed. In 1783, after the treaty of peace, the Wellfleet people engaged again in their chosen avocations on the waters, and became prosperous and wealthy.

The affairs of the town were promptly administered during the few subsequent years; a new bridge was built over Duck creek, the bounds were more definitely defined between this town and Truro, and school and church received substantial support. During the war of 1812 the town joined with others of the lower part of the Cape in asking to be excused from military duty, except at home in evading the attacks of cruisers. Improvement in town affairs attested the energy of the people as soon as this war cloud was dispelled. The old roads, eighteen in number, were properly surveyed, and their bounds placed on record; in 1828 a bridge was built across Blackfish creek;

in 1831 permission was given to B. Y. Atwood to build a wharf at Black rock, and to Isaiah R. Baker to build a bridge from Griffins island to the main land. At this time, total abstinence from intoxicating drinks was the desire of the town, and the wholesome rule was observed by closing every place for their sale.

The main industry of the town from the earliest period had been fishing in its various branches. Whaling was largely carried on until its decline. In 1802 the town had only five vessels in the whaling business, which carried salt, so that if they failed in loading with whale, they could turn to cod fishing. These vessels were as large as one hundred tons, and many smaller ones engaged in mackerel and other fisheries. Mackerel fishing has been an important industry—the town for years past being the leading town in the business, which has declined to one-tenth its former magnitude in the catch and in the number of vessels engaged. The Wellfleet oyster was important in the market during the latter part of last century, when they were native to the bay; but soon after the revolutionary war a rapid decline in the quantity commenced, and after a term of years the industry ceased. The only approximation to the Wellfleet oyster for many years past, is obtained by planting from other localities the seed, which is permitted to grow and fatten for market. Thirty years ago forty vessels were engaged in supplying the Boston market with this bivalve from Wellfleet. In the year 1889 the cultivated oyster grounds covered about thirty acres,—the seed planted being forty-five thousand bushels.

The blackfish—a species of whale—often visits Wellfleet bay. Rev. Levi Whitman has left the record that in 1793 he saw four hundred of these fish lying upon the shore of the bay at one time, and the full-grown ones would weigh five tons. A barrel of oil could be averaged from every fish. We have no further record of these schools of fish until within the memory of the present residents; but they often appear in large numbers, the last being in 1885. That year a school of 1,500—old and young—entered Wellfleet bay and were driven into Blackfish creek, where they were killed. Hundreds of men in boats surrounded the school, and frightened them into the narrow and shallow waters of the creek, where they were left on the beach by the receding tide. They were sold for fourteen thousand dollars and the money was divided among those who assisted in the capture and killing.

The fishing business in its every branch that was so remunerative years ago, has steadily declined to its minimum during the very few last years, and from the former one hundred vessels owned here only about twenty, chiefly of the smaller class, at present belong to the town.

In population the town from 1730 to the last census shows an increase prior to 1850 and then a gradual decline. In 1730 its population was 600; in 1764, 928; in 1775, 1,235; in 1800 it had decreased 28; increased to 1,386 in the census of 1806; was 1,402 in 1810; 1,472 in 1820; 2,046 in 1830; 2,377 in 1840; 2,411 in 1850; 2,322 in 1860; 2,135 in 1870; 1,875 in 1880; and 1,687 in 1885. This decline is accounted for in more than one way, but the Rev. Mr. Whitman's statement of 1793 is applicable in showing the trend of prosperity. He then wrote: "There have been within the memory of those now living, born in this town, small as it is, 32 pairs of twins and 2 triplets." Up to that time the proportion of births to deaths had been three to one, while the present records show almost the reverse. The summary of 1888 gives thirty-six deaths for the year, and only fifteen births.

The King's highway was the appellation given by the old citizens to the principal road through the town, and it is so designated by the present residents. It runs northerly into Truro, but is not as much used at the present day as the county road, laid out to Truro from the village of Wellfleet. The old road was used as the stage route from Eastham to Provincetown, and was the continuation of the county road of two centuries ago, as laid along the Cape in the early settlement of the town.

The perambulation of the lines of the town is the work of the selectmen every few years. The only serious difference in these lines that appears on the records of the town was in the line between this and Eastham in 1885. In going over the line that year it was found that the boundary assumed by the Eastham authorities was over five hundred feet to the north—they taking Indian creek mouth instead of the monumental stone of 1828, and from which point the line extending westward would include the Billingsgate lighthouse within Eastham. The controversy arose from placing a fish weir within the disputed territory. Proper surveys were made and the boundary was established from the monument, which not only left a strip of the beach five hundred feet wide to this town, but also placed the light clearly within the limits of Wellfleet. The old line was established by act of the legislature and approved by the governor in May, 1887. Billingsgate lighthouse was on an island to the southward, where it was undermined by the waves in 1856, and was re-erected in 1857 on its present site.

The first and only town house was a plain building forty by fifty feet, erected soon after 1830 on the site of the present school house at the head of Duck creek. It was sold in 1869 to James Swett and by him to Simeon Atwood, who removed it to Mayo's beach, where it did service as a fish storage house, and may still be seen as an adjunct of the group of buildings now belonging to the Commercial Wharf

Company. Near where the town house was erected, a poor house was built about the same time. This has since been modernized and a woman is given the use of it as a dwelling for her care of the premises, the town having no other use for it at present.

The building of vessels has not been a permanent industry at any time in the history of the town, but in the revival of the fishing interest about forty years ago a few were built by a master builder named Rogers. They were built at the Duck Creek harbor, on the north side, and were named: *Simeon Baker*, built in 1848; *Benjamin Baker* and *Jesse Y. Baker*, in 1849; *George Shattuck*, in 1850; *Isaiah H. Horton* and *Richard R. Freeman*, in 1851; *Varnum H. Hill*, in 1852; and the *John S. Higgins*, in 1853. These were vessels of from sixty to one hundred tons burden, the material for their construction being imported. In 1863 a schooner was beached on Great island, and from the wreck Giles Hopkins built the *Louie A. Swett*. The *Clara D. Swett* was subsequently built by Theodore Brown and Nathaniel Snow.

The town has ever been careful of its records, which are models of neatness and are kept safe from fire. In 1860 the vote was made to copy in proper books the old records of births, deaths and marriages; in 1869 voted to take a large amount in railroad stocks; in 1856 to build a new foot bridge across Duck creek; and every year were votes to gravel and grade the roads. Another proof of the desire to build up the town was in the vote of 1887 to give four hundred dollars annually for five years to a shoe manufactory, besides exemption from taxation. One was started in a building erected by enterprising citizens, near the present depot, and was continued a few months. Cummings & Howes, of Orleans, carried on the manufacture of clothing there six months, when a Boston firm in the fall of 1889 commenced a pants manufactory.

The description given of the east coast of the town would imply that it is a dread to navigators. About midway of the stretch of coast is a government life saving station effectually equipped and manned—the Cahoon Hollow station, under the care of Captain Daniel Cole. The government also, about 1839, erected a lighthouse at the head of Wellfleet bay, known as Mayo's Beach light. A few years ago the present separate tower was erected a few rods northward of the first, which was a portion of the residence. William N. Atwood, a maimed soldier, was the keeper for a number of years prior to his death, and his widow still holds the position.

The present wharf business will appear in the village history, but the apparent security of the harbor at the mouth of Herring river led to the early establishment of the fishing business there, which was long ago discontinued. Prior to 1840 the River Wharf Company erected a wharf, packing houses and a fitting-out store, which in 1845

was purchased by George Baker, Thomas Hopkins, David Baker, Nehemiah Baker, Naphtali Rich, Elisha P. Atwood, N. Rich, jr., James Moore, Hawes Atwood and Solomon Harding, as a company, who continued over ten years in the business. The partners commenced selling their shares, and after a few years the business was discontinued. A store, on Bound Brook island, established in 1835 by Joel Atwood, was subsequently purchased by the River Wharf Company, when they engaged in business and was kept by them several years as a branch store. These, with a store established last century, constitute the old stores of the west part of the town before the present village of Wellfleet had assumed to be its principal business center. The store referred to was started by Mary Mayo, in the present residence of Laura A. Taylor, some time in the last half of the last century. The house was built in 1766, was enlarged in 1800 while the lady was in trade, and she continued until her death, about 1839. This house, erected by the Mayos, is a model of the honesty and industry of the ancestors of the present generation, for the bricks of the chimney and the plastering, made from materials on the premises, are as good as they were 124 years ago.

In the eastern and central portion of the town were early stores. Soon after 1800 Aunt Druzilla Laha had one in the woods, northwest of Pierce's hollow, near the site of the old wind mill. Benjamin Wetherell ran one on the stage road east of Duck creek, very early in the century. As to the store that was said to have been kept on Great island nearly one hundred years ago, we can hardly credit the tradition; but the dry goods of that day may have been a necessary contingent with the whalers and fishers of that part.

The old tavern and store called the Pierce stand, still standing in Pierce hollow, is the most ancient. This house was built about 1712 on the King's highway, by Isaac Pierce, and was soon after opened as a house of entertainment. Many of the oldest residents of the present day remember when Joshua Y. Pierce still continued the old tavern—closing about fifty years ago. His sign, "Entertainment by J. Y. Pierce," is still one of the relics of the old mansion. At that time—the latter part of the last century—this hollow along the main highway was the most conspicuous part of the town. The probate court was often held in the southwest room of the old mansion, and after the meeting house was erected at Duck creek this hollow was the important center. About 1835 the village of Wellfleet commenced, and business centered there.

The wind mills of the town, although among things of the past, were important to the people of that day. The one at Pamet point was long ago demolished. The last miller was Thomas Higgins, subsequent to 1830. Samuel Chipman had another east of the present

village, near the King's highway, and the last of its existence was about 1839, when its ancient timbers were perverted to other uses. The latest-built mill is now the octagonal tower of the so-called Morning Glory—a summer residence near the bay, owned by Mrs. Hiller. Samuel Ryder owned the original mill that was erected on Mill hill in 1765, which, in 1838, was torn down to make room for a better one; and the latter, prior to 1870, was moved and converted into the residence mentioned.

CIVIL HISTORY.—There was not the opportunity for full civil privileges to the people of this part of the old town until its separation, when its own distinctive officers could be chosen—when it could, by its own franchises, select officers who would co-operate in the advancement of this particular territory, an evidence of which is shown by the action of the first town meeting held August 4, 1763. Not only were the roads and schools at once advanced in number and usefulness; but application was successfully made for the appointment of a justice of the peace, and the Indian affairs were better managed. The fisheries that had been heretofore carelessly neglected by the old town, were placed under restrictions that not only would give better results to the people, but prevent the wasteful slaughter of the fish.

In 1774, at a town meeting called in response to the resolves and proceedings of an important revolutionary meeting in Boston, Winslow Lewis, Hezekiah Doane, Elisha Cobb, Joseph Higgins, Naaman Holbrook, Samuel Smith and Ezekiel Holbrook were chosen to consider the feelings of the town and report at a future meeting. Bold and patriotic resolves were made, which were endorsed by the vote of the town and a copy ordered sent to Boston. Another town meeting, December 19th of that year, was called to receive the report of the committee sent to Barnstable to the county congress, and hearty co-operation in all its resolves was voted by the people. Not every one voted to sustain the continental congress at the sacrifice of every blessing, but the feeling was nearly unanimous, and the small minority could not raise an effective opposition to the patriotic impulse of the majority. The town voted that the officers, holding military commissions under the crown, resign, to which they complied.

May 22, 1775, a representative was chosen, in open town meeting, to meet in the provincial congress to be holden the last Wednesday of that month, and the attitude he should take upon the questions that might arise in regard to the articles of confederation was left entirely to the wisdom and prudence of that representative. The plan of government was accepted by the town in a unanimous vote on the 19th of May, 1778. The town meeting of 1779 negatived a proposition to ask the court for an abatement of the state tax, and May 22, 1780, the new state constitution was rejected by a large majority

in the town meeting called to consider it. In 1795 the revised constitution was approved by a unanimous vote. For years subsequently the town was united in the administration of local affairs, the church, the fisheries and the welfare of the Indians. In 1800 the town by a majority of votes forbid the straying of sheep, but the division of feeling in this case was of a personal, not political character—the same as was shown in 1807, when the friends of Rev. Mr. Whitman wished to increase his salary and it was promptly negatived; but the town voted to give him a good suit of clothes throughout, with under-clothing complete, not even forgetting the extremities to be encased in boots and hat. The action of the town in 1814 was harmonious in relation to war matters, and in 1820 Reuben Arey was sent to the convention for the revision of the state constitution, which revision, when submitted, was approved with the exception of two articles.

In 1874 the selectmen, upon the petition of the people, appointed a committee of twenty-two persons to tender to General Grant a proper reception when he should arrive in the town. The president, his wife, Secretary Belknap, Postmaster General Jewell and others stopped here and were introduced by Dr. Thomas N. Stone to the citizens, who gave them a hearty reception.

The principal officers of the town since its incorporation will be found in the following lists, one year being the term of service when no time is given. The deputies and representatives have been: Willard Knowles, elected 1767, serving 2 years; in 1768 Elisha Doane was elected and served 3 years; in 1769, Thomas Paine, 5; 1772, Barnabas Freeman, 10; 1774, Naaman Holbrook, 2; 1776, Elisha Cobb; 1777, John Greenough, 2; 1780, Winslow Lewis; 1785, Jeremiah Bickford, 3; 1787, Hezekiah Doane, 3; 1793, Samuel Waterman, 5; 1797, Reuben Arey, 5; 1801, Lemuel Newcomb, 3; 1803, Reuben Rich, 2; 1809, Josiah Whitman, 6; 1810, Beriah Higgins, 5; 1829, Benjamin R. Witherell, 3; 1831, Joseph Holbrook, 3d, 2; 1833, Freeman Atwood; 1834, Ebenezer Freeman, 2d, 5, and Joseph Higgins; 1835, Amaziah Atwood; 1836, Richard Libby, 2, and Jonathan Hickman; 1837, John L. Daniels; 1838, Atkins Dyer and Nathan Paine; 1839, Nathaniel B. Wiley and Solomon R. Hawes, each 2; 1841, Seth H. Baker, 2; 1843, Isaac Paine, 2; 1845, Caleb B. Lombard, 3; 1846, Robert Y. Paine, 2; 1850, Ebenezer Freeman; 1852, William Cleverly; 1853, Richard Stubbs, 2; 1854, Israel Pierce; 1855, Thomas H. Lewis; and in 1856, John Y. Jacobs. After 1857 two or more towns were joined in a district, and the representatives' names for the district appear in Chapter V.

The names of the selectmen, dates of election and years of service, from first to last, are given in the following list: 1763, Elisha Doane, 8 years, Reuben Rich, 3, and Samuel Smith, 8; 1765, Zoeth Smith, 9; 1769, Naaman Holbrook, 8; 1770, Jonathan Young, 10; 1771, Eleazer

Atwood, 4; 1772, Hezekiah Doane, 5; 1775, Elisha Cobb, 5; 1777, Winslow Lewis and John Swett; 1779, Joseph Smith, 5, and Barnabas Young; 1780, Thomas Holbrook, 20; 1781, William Cole, 6; 1787, Lewis Hamblen, 13, and Reuben Arey, 10; 1799, John Witherell, 6; 1800, Thomas Higgins, 3d, 6; 1804, Lemuel Newcomb, 5, Hezekiah Rich and Matthias Ryder, each 3; 1807, David Holbrook and Stephen Atwood, each 2; 1809, Joseph Holbrook, 12, Beriah Higgins, 5, and Freeman Atwood, 8; 1813, Jeremiah Newcomb, 2; 1814, Elisha Brown, Robert Kemp, 2, and Edmund Freeman; 1815, Reuben Rich; 1816, Moses Hinckley and Josiah Whitman, each 3; 1817, Samuel Ryder, 2; 1819, Reuben Arey, 8; 1820, William Cole, 3, and Joseph Holbrook, 5; 1823, Freeman Atwood, 4; 1827, Joseph Higgins, Benjamin R. Witherell, and Thomas Hatch, each 2; 1828, Micah Dyer, 4, and Solomon Arey; 1829, Moses Lewis, Cornelius Hamblen, and Thomas Higgins, 2; 1830, George Ward, 3, and Samuel Higgins; 1831, Ebenezer Freeman, 2d, 3; 1833, Reuben Arey, jr.; 1837, Caleb Lombard, 8, and Thomas Higgins, jr.; 1838, Elisha Freeman, 8, Amaziah Atwood, 4, and John Newcomb, 4; 1841, Knowles Dyer, 3; 1844, Bethuel Wiley, 6, and George Ward, 2; 1847, John Newcomb, 3, and Edward Hopkins, 5; 1850, Giles Hopkins; 1851, Bethuel Wiley and Elisha W. Smith, each 3; 1852, Elisha Freeman; 1853, Edward Hopkins, 5; 1854, John Newcomb and John C. Peak; 1855, Elisha W. Smith, and Benjamin Oliver, 6; 1856, R. Y. Paine, 17; 1858, Isaiah Cole, 2; 1860, Jeremiah Hawes, 4, and Edward Hopkins, 5; 1864, John Chipman; 1865, Thomas Higgins, 3, and Benjamin Oliver, 2; 1867, John R. Higgins; 1868, Robert H. Libby, 3, and Eleazer H. Atwood, 2; 1870, Barnabas S. Young, 10; 1871, N. C. Nicholson, 11; 1872, William Stone (elected after Paine died), 5; 1877, Thomas Newcomb, 4; 1880, Warren Newcomb, 10; 1881, Winslow Paine, 7; 1882, Noah Swett, 3; 1885, Barnabas S. Young, 6; 1885, R. H. Libby; 1887, George T. Wyer; 1889, E. P. Cook, 2.

The town clerks in succession have been elected as follows: In 1763, Elisha Doane; in 1766, Richard Smith; 1767, John Greenough; 1774, Hezekiah Doane; 1778, David S. Greenough; 1781, Jonathan Young; 1783, Samuel Waterman; 1822, William Cole; 1823, Josiah Whitman; 1833, Ezekiel Hopkins; 1840, Giles Holbrook; 1846, Nathaniel H. Dill; 1848, Dr. Thomas N. Stone; 1850, Nathaniel H. Dill; 1855, John W. Davis; 1859, Noah Swett; 1868, James T. Atwood; 1877, Daniel C. Newcomb; 1885, E. C. Newcomb.

The treasurers have been successively elected as follows: 1763, Elisha Doane; 1768, Ephraim Covell; 1769, Ezekiel Holbrook; 1799, Lewis Hamblen; 1810, Samuel Waterman; 1822, Jeremiah Newcomb; and since 1823 the clerk has been also the town's treasurer.

The treasurers of the precinct prior to the incorporation of the town were: John Rich, elected in 1723; Samuel Brown, 1727; Jere-

miah Mayo, 1730; Israel Young, 1733; Daniel Mayo, 1742; and Elisha Doane from 1757 to 1762.

SCHOOLS.—Prior to the organization of the town the territory comprised one district, and school had been kept alternately in different parts, that all the pupils might have like privileges; but after the division from the parent town, Wellfleet at once assumed the prerogative of placing the schools upon a better basis. The share of public money in the hands of the treasurer of the old town that belonged to this was at once handed over to the treasurer of Wellfleet, and the best master they could hire was placed over the schools, he to “board round” and teach in divisions. At this early day no school houses adorned the landscape, and the schools were kept at private houses. In 1763 it was agreed that terms of five weeks each be kept at James Atwood’s, Joseph Atkins’, Joseph Pierce’s and Zoeth Smith’s, and the remainder of the six months at Widow Doane’s. Where all of these ancient settlers’ residences were cannot be definitely told at this time, but they were scattered about the territory, and the school was thus divided to accommodate all the children of the town.

In 1768 John Greenough was employed to teach a grammar school one year, the school “to be attended by such only as learn Greek and Latin.” The school for teaching “reading, writing and cyphering” was located in four different parts of the town, between 193 families—in the south part were 48 families, in the middle division 48, on Holbrook neck, the islands and Pamet point 49, and in the northeast part 48 families. The sum appropriated was forty pounds. This gentleman, Greenough, fell into disfavor, politically, and in 1774 another teacher for the grammar school was secured. This year the town was divided into eight school districts, and an agent or committeeman appointed for each. In 1775 Doctor Nutting was employed in the grammar school, four hundred pounds, old tenor, being appropriated for all schools, and this amount, yearly increased, reached seven hundred pounds, old tenor, in 1780. The eight districts were: I., the two islands, with the families of Joseph Hatch, Thomas Higgins and Payne Higgins; II., all the families from the first district westward of the county road and north of Joseph Pierce’s; III., all east of county road and north of Rebecca Thomas’s; IV., to include Moses Lewis, Samuel Waterman, and all west of the road from Simeon Atwood’s to Barnabas Young’s; V., from the limits of the fourth district to Seth Hopkins; VI., to include David Holbrook, Samuel Baker, Elisha Bickford, and all southward as far as the residence of Simon Newcomb, jr.; VII., Joseph Smith and southward, to include James Brown and Samuel Watts; VIII., all the rest to Blackfish creek.

In 1807 a better classification of the pupils was effected and the districts were reduced to five, with a teacher in each, besides the

central grammar school. In 1827 a new district was formed in the south part of the town, making seven schools in all, and four hundred dollars was the appropriation for teachers. This amount was increased gradually until it reached six hundred dollars in 1835, and one thousand dollars in 1840. In 1844 the town supported ten schools, having school property valued at \$131,000. In 1857 the sum raised was twenty-six hundred dollars, and in each of the two succeeding years twenty-eight hundred dollars, with six hundred pupils in twelve schools.

In 1860 the truant act was enforced with effective results, and in 1861 a prudential committee was elected in each district, which should furnish a proper teacher, and have the supervision of the school. The districts were so numerous and the expenses of maintaining the required terms of school so great that in 1865 it was voted that all the school property be purchased by the town. A committee of seven—Thomas Higgins, Dr. Thomas N. Stone, Barnabas S. Young, George B. Saunders, John W. Davis, Alvin Paine and John Swett—was appointed to perfect a plan for joining the several districts. They reported at a future meeting, and three competent men were chosen to appraise the school property, and in 1866 the district system was abolished. The vote was to build a new primary between districts No. 1. and No. 2; that a grammar school be established in No. 3, and that districts No. 1 and No. 2 have equal rights therein; that No. 4 have a primary, with equal privileges in the grammar school; that No. 5 and No. 6 have each a primary; that a new school building be built on the site of the old academy, to contain two schools—one to be equal to a high school and open to all who earned an entrance by scholarship, the other to be a grammar school for districts 5, 6 and 7; that the Island and Pamet districts be converted into one and a primary built near Elisha Atwood's, with a foot bridge built across the marsh to accommodate the pupils. Ten thousand dollars was voted to carry out this change, and Thomas N. Stone, Nathaniel H. Dill, Richard R. Freeman, David Wiley, Jesse Y. Baker, John Smith, R. Y. Paine, E. H. Atwood and Warren Newcomb were appointed a committee to build the necessary houses and complete the change.

In 1879 the further combination of the schools was effected. Sylvanus Dill, Winslow Paine, David Wiley and William L. Paine were appointed a committee to act with the selectmen in choosing a site and erecting a house that should be central for the south districts; but a disagreement in the opinions of these men led to the formation of a new committee, who moved one of the old houses to the north side of Blackfish creek to serve the combined schools. The report of the school committee at this time said: "We believe that at no time

within the service of the oldest of your committee has there been such an interest taken by the scholars in their school as now." A boys' school was taught during the winter, the high school was well filled and an assistant was employed. Two grammar and seven primary schools gave ample instruction to the pupils of the town. The salaries of the teachers aggregated \$3,605.30, with current expenses that swelled the money paid for schools to over four thousand dollars.

In 1882 retrenchment was the cry of the times, and the general school committee was more prudent in the use of funds, greatly lessening the expenses. In 1883 the books, maps and globes cost \$150, and the amount received from the state school fund exceeded that of any former year. In 1885 a special class was again formed for boys who could attend only during the winter term, and it was productive of much good. Repairs were made to the buildings, and the expenses aggregated \$4,640.

For the year 1888 the number of schools was considerably reduced, the town still furnishing to the diminished number of scholars the advantages of past years. The question of removing the high school building to the village was agitated in 1888 and 1889, the measure was finally adopted and the building located on Main street in 1889. For 1889 one of the primaries was discontinued, the two at South Wellfleet were united, and the two grammar schools consolidated. The two primaries in the west part of the town were continued and the entire outlay for teachers, during a school year of thirty-four weeks in the primaries and forty weeks in the higher branches, was about thirty-five hundred dollars, reducing the number of regular teachers from ten in 1888 to seven for the past year.

Since the incorporation of the town the efforts of its inhabitants have been to sustain the best of schools, and most liberally have the people yearly given for their support.

CHURCHES.—One meeting house sufficed in Old Eastham for three-quarters of a century, but when in 1718 a new meeting house was to be erected at the old center this part of the old town asked to be established as a separate parish. A precinct was formed in 1722 and a meeting house erected at Chequesset neck, which site is marked by the old town grave yard, just west of the present village of Wellfleet. The house was small—twenty feet square—but sufficed for the time.

Rev. Josiah Oakes, who had preached since the precinct was formed, was requested to continue his ministry longer, and in 1727, on account of some differences, was dismissed. John Sumner labored one year, and the pulpit was then supplied by David Hall, Ezra Whitmarsh and others. In 1730 Rev. Isaiah Lewis was settled, filling the pastorate until his death in 1786.

In 1735 a new meeting house was begun and was finished in 1740,

near the head of Duck creek where the next old burying place was laid out, and still remains to mark the spot. In 1765 an addition of eighteen feet was made, and a porch was built in front, with a steeple and vane. In 1767 the parsonage lands near the first meeting house were sold and the proceeds invested as a ministerial fund, and the church on Duck creek was again repaired in 1792.

Rev. Levi Whitman succeeded Mr. Lewis until 1808, when he was dismissed. The next pastor was Rev. Timothy Davis who served until April, 1830. The subsequent pastoral service has been rendered by Stephen Bailey for eight years; by supplies until 1840; by Revs. John Todd, 1843; Charles C. Beaman, 1846; George Denham, 1853; Samuel Hopley, 1857; Asa Mann, 1860; George F. Walker, 1863; Samuel Fairley, 1868; Emory G. Chaddock, 1874; Jeremiah K. Aldrich, 1879; Cassius M. Westbrook, 1885; Daniel W. Clark, 1888.

The meeting house was enlarged in 1806, and the additional pews sold for more than the expense; but in 1829 a better and larger house was erected there, and a tower and bell added. In 1850 another move was made to erect a new church, and the contract was let. The present house of worship in the village was built that year, the material of the old building being used as far as practicable. In the year 1873 this fourth and last church of the society was remodeled and repaired outside and in, a place for an organ added in the rear, all painted, and vestries added. The carpeting, repairing and additions cost over ten thousand dollars, which was paid by subscription.

In December, 1879, the steeple and town clock of the meeting house were blown into the street, and were replaced in a more substantial manner.

This society of 168 years standing is the most ancient of the town. The church has a membership of 180 and maintains a flourishing Sunday school. In the old days it was the practice for the minister in charge to perform the duties of church clerk. Giles Hopkins was elected to this office and kept the records until 1878, when Simeon Atwood, the present clerk, was chosen. Mr. Atwood's connection with the church music of this society is somewhat phenomenal from the number of years it covers. When a lad of seven he was alto singer in the church, and for full forty years has been leader of the choir and organist.

The Second Congregational Society was organized December 4, 1833, in the south part of the town, forty-two members withdrawing from the First church for that purpose. A commodious meeting house had been erected, which, with the repairs since made, still remains, and is the only one in South Wellfleet. Supplies filled the desk for three years, succeeded by Enoch Pratt in 1836, Isaac Jones in 1837, Solomon Hardy in 1838, and Wooster Willey in 1842. Isaac A.

Bassett was settled in 1842, remaining one year; and after a few supplies Henry Van Houten was ordained in 1844, succeeded in 1849 by Stephen Bailey. In 1852 Ezekiel Dow was settled, remaining two years, when in 1854 Enoch Sanford was called. After three years Joseph H. Patrick was settled, and preached until 1862, when William E. Caldwell was called. In the spring of 1865 he was succeeded by H. M. Rogers, who remained two years. The ministers from that time have been: 1867, William Brigham; 1869, J. W. C. Pike; 1872, William Leonard; 1877, supplies; 1878, B. F. Grant; 1880, J. P. Watson; 1885, Joshua L. Gay, who remains at this date. In 1861 a new pulpit and other internal improvements were added to the meeting house.

The Methodist Episcopal Society of Wellfleet, was organized in 1802. Rev. Robert Yallaley, of Provincetown, visited the town in 1797 and preached several times. Reverends Rickhow, Weeks, Broadhead, Snelling, Willard and others followed, and in 1807 this was made part of the Harwich circuit. Rev. Joel Steele was the first minister to travel the circuit; he was succeeded by Rev. E. Otis; he by Rev. Joseph A. Merrill up to 1810. In 1811 this church was made a circuit with Truro, which continued to 1827, when it was made a station by itself. The society was organized with three members—Abigail Gross, Thankful Rich and Lurana Higgins. Ephraim Higgins was the first-class leader. Accession to the membership followed, and in 1816 a church edifice was erected on the hill north of the village, which was the first house of this denomination in the town. From 1817 to 1824 the society grew, and in 1829 their house was enlarged to thirty-eight by sixty feet, with seventy pews on the floor, and galleries on both sides. In 1842-3 great revivals occurred and all the churches received large additions of members. The old house being too small for the worshippers, a new one was erected and dedicated December 5, 1843. This was the most elaborate church edifice on the Cape at that time, the site being changed from near the burying ground to the present one in the village. Rev. Paul Townsend preached the dedicatory sermon.

The following list indicates what pastors have served the society, and the year they came: In 1812, Robert Arnold; 1813, Elias Marble; 1814, B. Otheman; 1815, Thomas C. Pierce; 1816, Orin Roberts; 1817, Benjamin Keith; 1818, Ephraim Wiley; 1820, Edward Hyde; 1822, L. Bennett; 1824, J. G. Atkins; 1825, Lewis Bates; 1827, Joel Steele; 1829, B. F. Lombard; 1831, N. S. Spaulding; 1832, Squire B. Haskell; 1833, H. Brownson; 1834, W. Emerson; 1836, B. F. Lombard; 1837, H. Perry; 1839, J. M. Bidwell; 1840, Paul Townsend; 1842, J. Cady; 1844, G. W. Stearns; 1846, John Lovejoy; 1848, Cyrus C. Munger; 1849, Samuel Fox; 1851, John Howson; 1853, J. E. Gifford; 1854, Erastus Benton; 1856, E. K. Colby; 1858, E. H. Hatfield; 1860, James Mather; 1862,

John Howson; 1863, A. N. Bodfish; 1865, William V. Morrison; 1867, Charles Nason; 1869, Walter Ela; 1870, A. J. Church; 1873, C. S. Macreading; 1875, A. P. Palmer; 1878, Edward Edson; 1881, Samuel M. Beal; 1883, Samuel McBurney; 1884, George A. Moss; 1886, Angelo Canoll; 1888, Charles S. Davis.

In 1819 a Methodist camp meeting was held in South Wellfleet, and from 1823 to 1825 it was held on Bound Brook island, then was removed to Truro. These meetings rapidly increased the early membership.

The First Universalist Society, Wellfleet, was organized January 7, 1840, by electing Justin Taylor moderator, and subsequently, at the same meeting, he was elected treasurer of the society, with Martin Dill clerk. Subsequent meetings were held at Lyceum Hall, the rules and by-laws were adopted, and preaching was provided. In 1844 the old Masonic Hall was purchased of Peter Snow, who had previously purchased the same of Adams Lodge, and it was remodeled into a suitable place for worship above, with a school room on the first floor. Here the society held services until 1863, when the Sons of Temperance Hall was purchased, which was named Union Hall in 1866, and has been known as such since.

The supplies for the pulpit, prior to the removal in 1866, had been: In 1839, Reverends E. Vose, J. B. Dodds, N. Gunnison and others; J. Grammer and James Gifford in 1840; Mr. Foster and others in 1841; Stillman Barden, Sylvanus Cobb and B. H. Clark up to 1845, and S. Pratt occupied the desk the greater portion of the time during the years 1856 and 1857. Rev. J. P. Atkinson followed in 1857. Occasional meetings were held, and when the society had purchased the present Union Hall, as has been stated, Rev. A. W. Bruce and William Hooper occupied the desk first, the latter organizing a prosperous Sunday school. The society had supplies until the settlement of H. A. Hanaford in 1874, who remained until 1876, when W. C. Stiles preached for a year. Occasional supplies were obtained until Rev. Donald Fraser, of Orleans, became a regular minister in 1887, concluding his labors in the autumn of 1889.

A ladies' aid society was established soon after the inception of the church, and to that the prosperity of this religious organization is largely due.

CEMETERIES.—The first ground for burial was the one on Chequeset neck, where the first meeting house was erected. At present but few stones stand to mark the graves of the early settlers, and these bear dates of burials in the year 1716. When the meeting house was rebuilt at the head of Duck creek, another ground was laid out, which is now seldom used except to reunite the ashes of members of an old family. The burial place for the south part of the town was laid out

adjacent to the Second Congregational church, and is still used. The fourth, now in use, is the Pleasant Hill Cemetery—the Methodist burying place—just out of the village, near where their first meeting house stood. Near this, in 1858, May 24th, was instituted the Oak Dale Cemetery, of several acres. Under the instigation of Dr. Thomas N. Stone, a stock company was formed by the enterprising citizens, and has resulted in a creditable improvement on former grounds. The association having the management is governed by a constitution and by-laws, with competent officers, chosen annually. Benjamin Oliver was the first president, succeeded by John Chipman in 1862. Stephen Young was elected in 1874, and continued president until 1885. The present officers are: Isaiah C. Young, pres.; John Swett, vice-pres.; Simeon Atwood, sec. and treas.

VILLAGES.—Not until the present century had far advanced did the present commercial center—Wellfleet village—indicate its importance. Hitherto the small business of the town was scattered, but the drifting sands having effectually closed Duck and Herring creek harbors, the business naturally clustered around Duck creek and the head of Wellfleet bay. The early important center was west of the present village, in the vicinity of the the first church. Wellfleet village is picturesque in its winding streets, substantially built dwellings, towering churches, and its beautiful appearance from the bay beneath. It aspires to street lamps on streets that bear high-sounding names, and has business-like airs, with its two-score sails moored at its several wharves. Its importance will be seen as the reader proceeds.

As early as 1800 the manufacture of salt by solar evaporation was commenced around Duck creek and the bay shore of the village. East, in the cove, was the plant of Samuel Smith, and near Mr. Kemp's was that of Isaac Baker, afterward sold to David Atwood, who also owned others. Benjamin Witherell had works on the shore southwest, and Amaziah Atwood's were where Timothy Daniels now resides. Deacon Whitman ran a plant in the neighborhood of Wells E. Kemp's, and Moses Dill's was opposite where Jeremiah Hawes resides. East of the last, where Warren Pierce resides, were the works of Freeman Bacon, which, after falling into the hands of Wells E. Kemp, were discontinued, and destroyed soon after. On the island south of Dill's plant was that of Stephen Bailey, and on the point adjoining the residence of E. I. Nye was Joseph Holbrook's. The long row of vats east of Jeremiah Hawes' residence once belonged to Henry Baker. On the bay Cornelius Hamblen also built and operated works.

Of the extinct wharves in Duck creek the piles of one erected about 1830, by John Harding, are still visible; and of the one built by

Samuel Higgins near the railroad crossing of the creek, time has left no evidence. On these the business of fishing and repairing small craft was successfully carried on for years. Passing westward to the bay the busy wharf of Theodore Brown attracts attention, and here since 1864 he annually repaired over one hundred vessels; but the decline in fishing has lessened this branch, and latterly he has built large scows and small craft for weir fishing. In 1865 he built at this wharf the *Clara D. Swett*, a schooner of thirty-three tons—the largest built by him since he completed his trade with Giles Hopkins.

The next west is Commercial Wharf, the oldest of the village, built in 1835 by Paine G. Atwood and Elisha G. Perry, who did business there until 1853, when the Commercial Wharf Company, composed of twenty men, purchased it. R. R. Freeman was the first president of the company, John Swett the second, and from 1880 Michael C. Burrows has presided. Noah Swett was agent under the company until 1880, when Isaiah C. Young was appointed, who was succeeded by Freeman A. Snow in 1889. The present directors are Charles A. Gorham, Parker E. Hickman and Jesse F. Snow.

The Central Wharf was built and incorporated in 1863 by a stock company of sixty shares, which have changed hands, leaving only about one half of the shares in original hands. Stephen Young was the agent prior to Robert B. Jenkins, who assumed the duties of the office in 1883. The first president, Parker Wiley, was succeeded in 1868 by Warren Newcomb, who still fills the office. Three directors are elected annually, the last being Charles A. Gorham, George Baker and Samuel W. Kemp, with James Mott clerk. This wharf is three hundred feet long, is kept in good order and has been a very successful enterprise.

On the opposite side of Duck creek Enterprise Wharf, the first one at Wellfleet, was erected prior to 1837, where a successful fishing trade was conducted by Benjamin Rich and Stephen Young. This wharf was abandoned about 1862.

The Mercantile Wharf, erected in 1870, is the last along the north shore of the bay. Sixty shares comprised the stock for its erection. The store is controlled by the company. The first president was Richard R. Freeman, succeeded in 1886 by J. H. Freeman, who in turn was succeeded in 1887 by R. R. Freeman, jr., the present incumbent. J. H. Freeman acted as agent and clerk until 1885, when Samuel W. Kemp was appointed to succeed him. The acting president is a director, and with him R. R. Higgins, David Y. Pierce and Charles W. Swett were last elected. The mackerel trade has been very successfully and largely carried on at this wharf, which was enlarged in 1883 to accommodate its large business. The business of these wharves is greatly affected by the dullness of the trade occasioned by the decline in fishing.

Next to the lighthouse are the oil works of E. P. Cook, Newel Rich, S. B. Rich and William Newcomb, which were established in 1873. The blubber of the blackfish and other species of whale was tried out by the old process the first year, and steam works were then added, by which better results were obtained. Among other important processes, they have smaller machinery for manufacturing watch oil from certain parts of blackfish, combined with parts of other fish. A small wharf is connected with the works.

Another industry in connection with the wharves has been important; but like them, is having a season of depression. In 1875 Nehemiah H. Paine engaged in seine-making near Central wharf, with James A. Young as a partner during the first six years. More repairing than manufacturing has been done for the past few years.

Of the stores pertaining to the territory of the present village, those of the present century are the most important. Those prior to 1800 were principally on the King's highway or in the western part of the town. As early as 1832 the late Simeon Atwood built the corner building below the bank, on Commercial street. Here, with Mr. Dyer, under the firm name of Knowles Dyer & Co., a prosperous grocery trade was carried on. In 1850 the present Simeon Atwood, his son, built the hardware store adjoining, and in 1851 the interests of these three men in both stores were united, the firm name remaining the same. These three gentlemen also carried on a branch store at what is now Commercial wharf.

The present store at the Commercial wharf is carried on by the Central Trading Company, with Charles Young, agent. Samuel Higgins kept a store early in the century near the present depot, subsequently adding a lumber yard. From the depot along Commercial street we find Charles A. Gorham in a grocery trade. The building was erected in 1863 for John R. Higgins, who continued trade until 1865. In 1869 James H. Gorham, father of the present merchant, filled the store with goods, and continued in business until his death in 1888. Northerly, on the east side of the same street, F. A. Wiley, after a business of four years in Truro, established, in 1852, the present store and painting business, continued by Daniel F. Wiley, his son. In 1857 Nathaniel, a brother, became partner with F. A. Wiley, and the business was increased by the addition of other branches. This partner sold to Daniel F. Wiley in 1885, who, at the death of his father in 1888, succeeded to the entire business. On the same side of the street is the old store of Nehemiah M. Baker, a building moved from Eastham about 1865, now occupied by Oliver H. Linnell as a factory and salesroom for marble work. He started this industry in 1873, in the shop on the Joshua Atwood place, and in 1879 moved to Reuben C. Sparrow's place of business, combining undertaking

with the marble trade. In 1885 he purchased his present place, where he continues. The undertaking portion of Mr. Linnell's business was early started by John Harding, who sold to Reuben C. Sparrow in 1858. On the same side of Commercial street is the wholesale plant of George Baker, who started in the coal trade in 1873 near by, and in 1875 purchased the present place of business, which was formerly the office of the stage line to Provincetown, and which had been moved from Yarmouth to Orleans, thence to this village by Samuel Knowles, the last mail contractor. On this site in 1875 Mr. Baker added nails, lime, cement, plaster and other articles to his trade, which he continues. Everett I. Nye has a large factory for iron work on this side of the street, which, with the carriage manufactory of A. H. Rogers opposite, adds variety to the importance of this street. On the west side H. P. Higgins has a boot and shoe store, and Allen Higgins a clothing store that he moved a few years ago from near the residence of Timothy Daniels. On the same side Simeon Atwood built and opened in 1850 a hardware store, in which in 1864 he took his brother, A. T. Atwood, as a partner, under the firm name of S. Atwood & Co.

On Main street the principal place of business is that of P. W. Higgins, whose store is west of the churches, adjoining the residence formerly occupied by Rev. Timothy Davis. Mr. Higgins commenced in 1854, remodeled the old office of Doctor Mitchel into more store room and continues in the dry and fancy goods line. Between the churches, south side, Giles Holbrook began trade in 1847, which he continued until his death in 1850. The estate continued until 1868, when G. W. Holbrook purchased, built on, and added other lines of goods. Opposite this store Reuben Higgins commenced trade before the civil war and discontinued after a few years. In 1881, after the building had been used for other purposes, the firm of Newcomb & Gordon opened a grocery store, which is continued. On the opposite corner, in October, 1884, D. A. Matheson of Provincetown, opened a branch clothing store, with P. D. Chisholm, manager. On the corner of Main street and Holbrook avenue a store building was erected about 1866 for Albert W. Holbrook, who established a store which was subsequently changed in 1883 to a grocery by George C. Williams & Co., as now. Henry S. Cook succeeded Holbrook in the store business and removed it to Main street, as now. John Swett started, in 1876, a custom clothing store, where he not only manufactured but kept clothing and furnishing goods until 1885, since which date he continues the custom department. The Doctor Stone drug store and jewelry store of Albert Rice, and the confectionery store and news stand of A. C. Mott—both near the post office—complete the principal places of business of Main street.

The post office is the most frequented place. The office has been

moved about from the King's highway, from dwelling to store, but has been for years kept in a central place by itself. The office was established January 1, 1798, and the first postmaster was Lewis Hamblen. Reuben Arey was appointed October 1, 1810; Josiah Whitman, December 28, 1815; Jesse Holbrook, March 22, 1839; Richard Libby, April 22, 1840; Giles Holbrook, August 2, 1841; Enoch Higgins, August 16, 1845; John W. Davis, September 4, 1850. Allen Higgins succeeded Davis and was in charge in 1854; and prior to 1860 A. B. Fish and Dr. H. J. Huff had been appointed. In 1861 George T. Wyer was appointed, who held until 1876, when George F. Manter succeeded. In 1886 James Chandler was appointed.

This village has a very pretty depot, the business of which has been in charge of James A. Swett since 1872. He was preceded by Richard N. Atwood for nearly two years.

The Masonic fraternity established Adams Lodge here 1796, which surrendered its charter, and after an interim of half a century was revived into the present flourishing Lodge of the same name. After the institution of the first, in 1798, the Masonic brotherhood opened a stock company of forty shares for the erection of a hall. Those who took the stock were: Thomas Holbrook, Lewis Hamblen, Solomon Harding, Lemuel Newcomb, Warren A. Kenrick, Hezekiah Doane, James Bickford, Joseph Pierce, jr., Thomas Gross, Philip Higgins, Richard Higgins, Stephen Atwood, Jeremiah Newcomb, Samuel Waterman, Matthias Ryder, jr., Thomas Higgins, 3d, Matthias Ryder, Barnabas Young, jr., Samuel Ryder, Eleazer Higgins, John Young and Beriah Higgins. The hall stood on the site of the high school building, near the present Union Hall, and was the Masonic Hall before referred to.

The names of the first two masters of the old lodge are not known. The succeeding presiding officers were: Samuel Waterman, 1798; Lewis Hamblen, 1799-1800; Lemuel Newcomb, 1801-2; Joseph Pierce, 1803-4; Thomas Higgins, 1805-1807; Lemuel Newcomb, 1808, then 1811-12; Lewis Hamblen, 1809; Samuel Waterman, 1810; and in 1813 the charter was surrendered. In 1823, January 28th, nine surviving members divided the proceeds of the treasury. The hall was subsequently sold to the Universalist society and long ago razed to the ground.

In January, 1866, another Lodge of the same name was instituted, which received a charter in 1867. The fraternity assembled in the school house on the corner of the Truro road, adopted their by-laws, and hired Union Hall, which they occupied until the present fine Masonic Hall was erected in 1877, except during the last year, when they occupied Bank Hall. The Masonic Hall was built by a stock company of three hundred small shares, which were taken mostly by the fra-

ternity, and it cost about three thousand dollars. It contains a beautiful room above for the sessions, with refreshment and necessary rooms below. The masters have been: Naphthali Rich, 1866-67; George T. Wyer, 1868-69; Warren Newcomb, 1870-1872; Eben T. Atwood, 1873-1874; John M. Crillis, 1875-1877; Daniel Williamson, 1878-1879; William N. Stone, 1880-1881; N. Franklin Lane, 1882-1883; Theodore Brown, 1884-1885; John M. Freeman, 1886; O. H. Linnell, 1887-1888; H. H. Newton, 1889. The officers elected for 1890 are: Everett I. Nye, M.; Charles A. Clark, S. W.; Isaiah C. Doane, J. W.; William H. Tubman, S. D.; Stephen King, J. D.; Theodore Brown, treasurer; Warren Newcomb, secretary; Robert B. Jenkins, chaplain; and Melville W. Grant, tyler.

Wellfleet Council, No. 946, Royal Arcanum, was instituted January 28, 1886, with twenty-four members. A. H. Rogers was the first past-regent, succeeded by the following regents: H. P. Harriman in 1886, H. H. Newton in 1887, O. H. Linnell in 1888, and C. L. Rodman in 1889. The officers elected for 1890 were: W. H. Tubman, R.; W. J. Powers, V. R.; D. F. Wiley, O.; C. L. Rodman, sec.; A. H. Rogers, col.; M. D. Holbrook, treas.; F. W. Snow, chap.; Jesse S. Snow, G.; Nelson E. Dyer, W.; and George H. Young, S. The present membership is thirty-two. The Council meets in Odd Fellows' Hall.

The Wellfleet Marine Benevolent Society was instituted January 28, 1836, by banding together and paying dues yearly, for the relief of distressed mariners, their widows and orphans, and any others who may join. At the time of its organization many shipwrecked sailors needed temporary assistance and the benefits now extend not only to that class, but to others whether belonging to the society or not. Between 1840 and 1890 the society had disbursed \$10,190 to those in need, and this does not include the proceeds of annual entertainments given to the outside needy. The members each pay one dollar a year for sixteen years, for a life-membership, or twelve dollars at the time of joining. The amount held by the society in its treasury is \$1,872. The first officers were: Richard Arey, pres.; Collins S. Cole, sec., and Nathan Paine, treas. It has a committee, elected annually, to manage its affairs. The first who served will show some of the original members—Levi Young, John Newcomb, Isaac Paine, Giles Holbrook, William Stone, Bethuel Wiley, Hezekiah Doane and Samuel Smith.

The Odd Fellows Lodge is the continuation of an old one of Truro, where it was instituted in 1849 as Fraternal Lodge, No. 132. In 1872 the following persons petitioned the Grand Lodge for one at this place: Elijah W. Atwood, George Baker, Newell B. Rich, John M. Freeman, John M. Crillis, N. Frank Lane, Nathaniel Snow, jr., Joseph Rodolph, John G. Higgins, Mulford Rich, jr.; and these were the

charter members of the re-instituted lodge of Wellfleet on the 14th of October. Its presiding officers have successively been: Mulford Rich, jr., George Baker, Nathaniel Snow, jr., John M. Freeman, Samuel R. Higgins, Philip Higgins, jr., Robert H. Libby, James M. Mott, Hezekiah D. Baker, Harlem P. Higgins, Arthur H. Rogers, Newell B. Rich, A. H. Rogers, Zenas H. Jones, jr., Everett I. Nye, Charles S. Young, J. W. Freeman, George F. Manter, George Baker, and for 1889, Everett I. Nye. The elective officers for 1890 are: Harlem P. Higgins, N. G.; John W. Freeman, V. G.; B. S. Young, sec.; and Charles S. Young, treasurer. The Lodge numbers seventy-five.

The village is not without substantial financial institutions, the most important being the Wellfleet Savings Bank, instituted March 3, 1863, and which accommodates the business of the town. Richard R. Freeman was the first president and continued until his death in 1886, when he was succeeded by Simeon Atwood, the present president, who was its treasurer until 1871, when Thomas Kemp, the present incumbent, was appointed. Its board of twelve trustees has remained nearly the same, the only change having been caused by death or disability. They are: Simeon Atwood, Isaiah C. Young, James Swett, John Swett, H. P. Harriman, Jesse H. Freeman, Robert H. Libby, Alvin F. Paine, Warren Newcomb, Samuel W. Kemp, Giles W. Holbrook, and W. H. Tubman.

Another important corporation is the Wellfleet Marine Insurance Company, which was established in 1864 under the existing laws of the state. The first officers were: James Swett, president (who was really the prime mover in its organization); Noah Swett, secretary; and directors—R. R. Freeman, Knowles Dyer, George B. Saunders, N. Rich, jr., Jesse Y. Baker and John R. Higgins. It was organized with a capital of sixty thousand dollars, and conducted a successful business. In 1885, by the laws then enacted, the company, in order to do business, was compelled to incorporate, which was done under the same name, and by a special act placing the capital at one hundred thousand dollars. James Swett continued the president until 1886, and was succeeded by Thomas Kemp. Noah Swett filled the office of secretary until 1872, from which period until 1886 Thomas Kemp was secretary. After Mr. Kemp was elected president, Charles W. Swett was the secretary until 1888, when the present incumbent, Charles A. Collins, was elected. Ten directors, who meet quarterly, have the direction of the business, which, during a quarter of a century, has been very successful and satisfactory. Their office is in the rear of the bank.

The early importance of the shipping interests induced the appointment of deputy collectors for this point, who successively have been: Reuben Arey, Josiah Whitman, Collins S. Cole, Richard Libby,

Thomas Newcomb, T. L. Hickman, Simeon Atwood for twenty-seven years until 1887; Solomon R. Higgins until 1889, and again Simeon Atwood.

The old taverns have been given as scattered in the town, and not until the present village was marked as the center did a tavern assist in the growth. Over sixty years ago Colonel Joseph Holbrook erected a house where the present Holbrook Hotel stands, which, about 1830, was purchased by Martin Dill. He opened it as a house of entertainment, adding to it at times until it was enlarged to its present form. Mr. Dill continued until his death about forty years ago, when Henry A. Holbrook became owner and proprietor. After his death in 1874 his widow and son, Martin D., continued until 1885, when Lorenzo N. Godfrey purchased it, and in 1889 he resold it to Martin D. Holbrook. It is the only hotel ever kept in the village, except one which was kept at an early day for a short period just beyond the school house by Thomas Holbrook. Thomas Holbrook, 2d, some fifty years ago, after doing an oyster business under the Franklin House in Boston, returned to his native place here and for a short time his sign, "Franklin House," swung from the building now the residence of Mrs. Charles F. Higgins.

South Wellfleet, a post hamlet and railroad station of the south part of the town, adjoins the south bank of Blackfish creek, and has within its limits a landscape of gentle undulations and fertile soil. It is distant three miles from the main village, with which it is connected by a good carriage road. The territory was early but sparsely settled, and through it the King's highway made, in early times, an important rural settlement, with its old-fashioned houses of refreshment for the weary fisherman and long absent whaler. Traditions of the finding of the ill-gotten gains of pirates in the sands at the mouth of Fresh brook still linger in the minds of the residents, giving a silvery sheen to the prosperity of the village. Aunt Lydia Taylor's store or tavern, or both, is remembered by the elder people, although the house long ago succumbed to the march of improvement. Then the weekly horseback mail carrier plodded along the sandy road, and the people must gather as often at Aunt Lydia's to enquire the news; and in early stage time the dusty traveler found an unstinted measure of relief under her roof. Reuben Arey had still another of these stores about 1820 at his house, where he kept the post office. Daniel Higgins, not wishing Aunt Lydia to do all the mercantile business, started another just after the war of 1812; and about 1815 Hezekiah Rich engaged in the same line of tea and cracker business just north of the others, at what was called Dogtown by the old residents. His store was necessary, for here the town used to do military duty, with an oc-

casional adjournment to Aunt Lydia's, near where the church now stands. The last to be mentioned was that of Deacon Newcomb, in his house over by the brook, where the weary fisherman sought comfort.

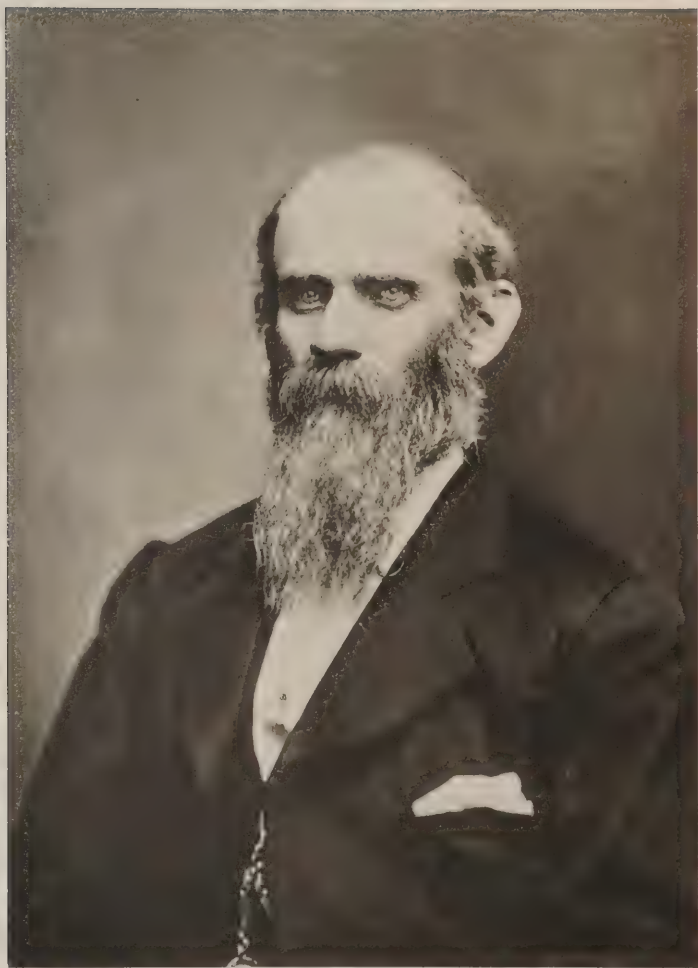
The residents mingle with the other villages in their secret orders, and none are established here. The ladies have a Social Union, owning the hall which was built for a school house and bought in 1888. The society was organized in 1881 and is a flourishing social and benevolent institution. For 1889 the president was Mrs. W. L. Paine; vice-president, Mrs. H. H. Paine; the secretary and treasurer, Miss Nettie S. Paine.

The only store in the hamlet now is that recently owned by Alvin F. Paine, deceased, where his son Isaac keeps a general stock of goods. The building was erected about 1844 by Collins S. Cole, who carried on a mercantile business until his death in 1870, and it was continued two years longer by his family. In 1872 the South Wharf Company rented it in connection with their store at the wharf, and purchased it in 1876. In 1880 the plant was purchased by Alvin F. Paine.

Battelle & Little (Boston men) built a wharf on the south side of Blackfish creek, for which, with the fitting-out store connected with it, Richard Arey was agent several years. About 1845 Collins S. Cole took the store and Nathan Paine the wharf, both of which, after a few years, were taken by Smith, Newcomb & Saunders. Smith sold to Isaac Paine and the firm was Paine, Newcomb & Saunders. Still later, Newcomb sold to Alvin F. Paine, and the firm of Saunders & Paine continued until 1866. That year the Southern Wharf Company, of forty shares, was formed, and the stock was taken up to the amount of \$5,000. They continued in the fishing and mercantile business until 1880, when A. F. Paine became owner. This wharf extended about one hundred feet along the creek. A few piles mark the spot of this once important place of traffic.

A post office was established here early in the present century, with Reuben Arey, jr., postmaster, appointed January 29, 1829. He was succeeded by Alexander T. Cross, appointed June 1, 1836; Daniel W. Davis, January 14, 1837; Isaiah G. Ward, May 14, 1840; Reuben Arey, November 11, 1841. Stephen A. Hatch, appointed October 14, 1846, kept the office at his house until Jonathan Doane was appointed, June 1, 1857. In 1861, after the election of Abraham Lincoln to the presidency, Stephen A. Hatch was re-appointed and was succeeded by William Ward in 1873, who kept the office at the depot. In 1887 the present incumbent, Arthur G. Newcomb, was appointed. Mr. Newcomb is also the station agent and performs all the duties, as did Mr. Ward, his predecessor.

The village and surroundings have attracted the notice of pleasure seekers, and it is fast becoming a favorite spot for summer resorts.



Simon Atwood

BIOGRAPHICAL SKETCHES.

SIMEON ATWOOD.—The Atwood family has been a prominent one in the concerns of Wellfleet from the earliest period of its history. The great-grandfather of the subject of this sketch—Ephraim Atwood—was here in the early part of the eighteenth century; and his grandfather, Simeon, born in 1756, was a citizen of the precinct before Wellfleet became a town. His father, also named Simeon, was born in 1792, married Ruth Newcomb, also of Wellfleet, and nine children were born to them, viz.: Maria Gould, born 1818; Richard Newcomb, 1820; Ruth Newcomb, 1822; Simeon, 1825; William Kemp, 1827; Timothy Davis, 1830; Ruth Newcomb, 1833; Ebenezer Tilton, 1835; and Mary Ann, born 1837.

Simeon Atwood, born July 27, 1825, was educated in the common schools, took the inevitable training of Cape boys at that time on board a fishing craft, until 1850, when he entered into the stove and hardware business in his native town. A year later he associated himself with Knowles Dyer & Co., who had been in the grocery trade here since 1832. The firm consisted of Knowles Dyer, Simeon Atwood, and Simeon Atwood, jr. In 1864 the firm dissolved, and the business was conducted at the old stand under the firm name of Newcomb & Kemp—Newcomb being a son-in-law of Dyer, and Kemp a son-in-law of the senior Atwood. During the same year, Ebenezer T. Atwood, his brother, was admitted to the business with (the present) Simeon Atwood, and it was continued under the firm name of Simeon Atwood & Co. until 1877, when Ebenezer alone assumed and carried it on until 1882. That year the old firm bought the business; the firm now being composed of Simeon Atwood and William H. Tubman.

In 1860 Mr. Atwood represented the district in the legislature, and was appointed by the speaker on the committee on the valuation of the state, which held a session of one hundred days in the fall of that year. In 1861 he was appointed deputy collector and inspector of the customs for the port of Wellfleet, and has held that office continuously (except for three months during Johnson's administration, and twenty months during Cleveland's) to the present time. He has also held a commission to qualify civil officers since 1856, and of justice of the peace since 1865. Mr. Atwood has never held town offices, as he has often been solicited to do, his other official relations to the general government precluding, for most of the time, his so doing. He has, however, acted as moderator of seven successive town meetings.

Mr. Atwood has also been a pioneer and an active participant in the principal business enterprises of the town since he came upon the stage of action. He assisted in procuring the charter for the Wellfleet Savings Bank, was its first treasurer, resigning in 1870, on ac-

count of the pressure of other business. He was elected a director of the bank in 1871, and in 1887 was chosen its president, which position he now holds. In 1880 he was chosen a director of the Wellfleet Marine Insurance Company, still retaining the position. He has also been for the last twenty-eight years a director of the Barnstable County Mutual Fire Insurance Company. Not only the public, but individuals have for many years been accustomed to seek Mr. Atwood's counsel and assistance in their business concerns. During the last twenty-five years he has settled as many as fifty estates, as administrator, executor or trustee, and has given his advice in many more. From 1860 to 1870 he was the purchasing agent for C. Nickerson & Co., fish dealers, of New York, his transactions averaging seventy-five thousand dollars annually during that time. Originally a member of the whig party, he organized the republican party of the town in 1857, serving for several years as chairman of the town committee. As early as 1833, when but a lad, he joined the choir of the First Congregational society of Wellfleet, and in 1850 was chosen as chorister and organist, still filling those positions. He united with the church in 1864, and was chosen one of the deacons in 1872. The public trusts and positions of honor and responsibility filled by Mr. Atwood, as thus enumerated, indicate his reputation and standing in the community, and render words of mere compliment or eulogy superfluous. It is but proper to add, that in his social and personal relations he has fitly supplemented his public responsibilities.

Mr. Atwood married, December 5, 1848, Mercy Waterman, daughter of Joseph Higgins, of Wellfleet, and has one daughter, Mary Steele Atwood, who married William H. Tubman; and they have also one daughter, Mabel Steele Tubman.

George Baker, born in France in 1823, came to Boston in 1834, and to Wellfleet in 1836. He followed the sea from 1836 until 1872, twenty-five years as master of vessels, and now keeps a lumber and general builders' supplies store at Wellfleet. He is having a cranberry bog made, which will be the largest bog in this town. It will contain twenty acres, and will cost ten thousand dollars complete. He married Mercy H., daughter of Thomas Higgins. Their five living children are: Thankful H., Mercy H., Margaret S., Clara E. and Ada A. Four died: two in infancy, and Maria T. and George.

Benjamin Brown, born in 1820, in Penobscot, Me., was a son of Stillman Brown. He was a sea captain, fishing and coasting, from 1847 until 1885. He married Martha A., daughter of Samuel and Lucy (Newcomb) Higgins. Mr. Brown died in 1888, leaving four children: Benjamin, Walter L., Chester E. and Eunice B. (now the widow of M. Ryder).

Theodore Brown, one of ten children of Theodore and Cynthia

(Atwood) Brown, and grandson of George Brown, was born in 1825. He followed the sea for twenty-one years, and since he was thirty years old he has been a ship carpenter. He married Mercy S., daughter of John Sparrow.

Collins S. Cole was a son of Ebenezer and Sarah (Smith) Cole. He was a sea captain in early life, and from 1841 to his death in 1868 was a merchant at South Wellfleet. He was a representative in the legislature and held various town offices. He was twice married; first to Mary Jenkins, daughter of Joseph and Jerusha Holbrook. By her he had two sons: William H. and Collins S. The latter died in infancy. William H. married Cindrilla, daughter of Deacon John and Sally Newcomb, and died in August, 1871, leaving three children: Mary A., Charles F. and William H. Collins S. Cole married for his second wife Ann Gibbs, daughter of Deacon Jonathan and Jerusha Hapgood, of Marlboro, Mass. He left one daughter, Julia A., who married Samuel Atwood. She has twin sons: Everett H. and Collins S. C.

Daniel Cole, born in 1844, is a son of Nehemiah and Sabrey D. (Pierce) Cole, and grandson of Daniel Cole. He followed the sea from 1853 until he retired to become keeper of the life saving station. He has been on the Cahoon Hollow life saving station since January, 1873, except one year, and has been keeper of the station since 1880. He was in the war from November, 1864, to July, 1865, in Company K, Twelfth Illinois Infantry Veteran Volunteers, Fourth division, Fifteenth army corps. He married Harriet E., daughter of William E. Blodgett. They have two sons living: Nehemiah T. and Daniel W., and lost one infant daughter.

Isaiah Cole, son of Isaiah Cole, died in 1872, aged sixty-one years. He was a master mariner until a few years prior to his death. He married Rachel A., daughter of Obediah and Phebe (Young) Doane, and granddaughter of Sylvanus Doane. Alvin L. Drown lived with Mrs. Cole from the death of her husband until her death in 1890.

Edwin P. Cook, born at Cohasset, Mass., in 1843, is a son of Ichabod and Lucinda A. (Stoddard) Cook. He came to Wellfleet in 1859, where he has been engaged in several lines of business, including lumber merchant, fish merchant, wrecker and oil manufacturer. He is now (1889) chairman of the board of selectmen. He married Eliza F., daughter of William H. Hopkins. They have three sons: Arthur R., Herbert H. and Ralph E.

Timothy A. Daniels, born in 1807, is a son of John L. and Hannah (Atwood) Daniels. He was in Boston several years engaged in the oyster business, after which he followed the sea, in the fishing business, about twenty years, being master of vessels a part of the time. He was a merchant at Wellfleet about ten years, since which time he has lived retired. He married Azubah, daughter of Joshua and Polly

(Pierce) Moody. Their three children are: Timothy A., Mary A. and Olivia.

James H. Gorham, born in 1821, in Barnstable, was a son of Charles Gorham. He was a master mariner until 1868, and from that time until his death in 1888, he was a grocery merchant at Wellfleet. He married Sarah, daughter of Benjamin Oliver. She died leaving two sons: James H., jr., who was lost at sea, and Charles A. He married for his second wife Thankful F., daughter of David and Abigail (Holbrook) Newcomb, and granddaughter of John Y. and Thankful (Freeman) Newcomb.

Charles A. Gorham, born in 1845, is a son of James H. and Sarah (Oliver) Gorham, and grandson of Charles Gorham. He began going to sea at the age of thirteen, and was master of vessels from 1863 until 1886. Since that time he has been a merchant in Wellfleet, where he succeeded his father in the grocery business. He married Dorcas C., daughter of Michael Rich.

Lewis Hamblin, son of Cornelius and Sarah (Baker) Hamblin, and grandson of Cornelius Hamblin, was born in 1832. He went to Boston at the age of fourteen, where he was engaged in a wholesale drug house until 1853, when he went to Australia, where for twenty-two years he was a farmer and merchant. Since 1887 he has resided at the old Hamblin homestead in Wellfleet. He married Aurelia A. M. Owen, in Australia.

Albert H. Harding, son of Solomon and Eliza (Hill) Harding, and grandson of Solomon Harding, was born in 1838. He has followed the sea since boyhood and has been master of vessels for more than twenty-five years in coasting and fishing. He married P. Maria, daughter of Josiah and Nancy (Holbrook) Snow, granddaughter of Ambrose and great-granddaughter of David Snow. Their only child is Walter A.

John R. Hawes, son of John, grandson of Jeremiah, and great-grandson of Jeremiah Hawes, was born in 1823 and died in 1886. He followed the sea from 1831 to 1884, as master of coasting vessels for many years. His first marriage was with Hannah C., daughter of Bethuel and Nancy (Brown) Wiley. She died in 1863. They had three children: George W. and Asa F., who died; and Nancy F., now the widow of Henry B. Eaton. Mr. Hawes' second marriage was with Abbie B., sister of first wife.

Parker E. Hickman, son of John and Sarah (Wilson) Hickman, and grandson of Jonathan Hickman, was born in 1839. He has been master of fishing and coasting vessels since 1866. He married Francis A., daughter of Solomon C. and Betsy G. (Smith) Wiley, and granddaughter of John, who was a son of Lewis Wiley. They have one daughter, Clara I., who was married to Thomas Young.



R R Freeman

R. R. FREEMAN.—Richard Rich Freeman, so frequently mentioned in the preceding pages as identified with the business of Wellfleet—especially its mercantile and banking history—a son of Edmund and Betsey (Rich Freeman), was born at Wellfleet December 17, 1813, and was in the eighth generation of descent from Edmond Freeman, the English progenitor of those bearing this family name on Cape Cod.

John Freeman, born 1627 in England, was a son of Edmond and Elizabeth Freeman. He married Mercy Prence, and their son, Edmund, born 1657, resided at Tonset, and died December 10, 1717. Edmund's son, Ebenezer, married Abigail Young, and their son, Isaac, born 1737, married Thankful Higgins, and died in 1760. Edmund, son of Isaac and Thankful Freeman, was born March 2, 1757, married Ruth Wiley, and gave his own name to the second of their six children, born January 6, 1780. The younger Edmund was married in 1802 to Priscilla Rich, and again, in 1812, to her sister, Betsey, and died January, 1870, aged ninety years.

Their son, Richard R., the subject of this sketch and portrait, married Rebecca, daughter of Thomas and Martha (Swett) Higgins of Wellfleet in 1836, and reared a family of nine daughters and two sons, of whom four daughters and one son survive.

The business life of Mr. Freeman is largely the history of his native village, where he was always looked up to as a substantial and representative man of affairs. His beginnings were small, but he became the builder of his own fortune, and acquired through shipping and kindred industries, a generous estate. His support was broadly given to the Congregational church, and by his life as a christian gentleman he has left indelible marks for good upon the town and the age in which he lived.

Noah S. Higgins, born in 1828, is a son of Noah and Annie (Kemp) Higgins, grandson of Thomas and great-grandson of Thomas Higgins. He has followed the sea since 1836, and has been master since 1850 of fishing and coasting vessels. Since 1882 he has run a packet from Wellfleet to Boston. He married Abigail, daughter of Jeremiah Newcomb. Their children are: Byron E., Elizabeth D. (Mrs. C. H. Dyer), John H., Alice N. (Mrs. W. W. Cobb), and Fred A.

Payne W. Higgins, son of Samuel and Lucy (Newcomb) Higgins, grandson of Payne and great-grandson of Jonathan Higgins, was born in 1825. He followed the sea until 1850, since which time he has been a merchant at Wellfleet. He married Maria P., daughter of Ebenezer and Hannah (Newcomb) Freeman, and granddaughter of Isaac Freeman.

Martin D. Holbrook, born in 1846, is a son of Henry A. and Susan N. (Atwood) Holbrook, and grandson of Allen; and great-grandson of Anthony Holbrook. Mr. Holbrook has kept a livery stable since 1870,

when he succeeded his father in the business. He married Betsey J., daughter of Thomas Young. Their children are: Lizzie M., Grace G., Hattie A. and Henry A. Mr. Holbrook's father, Henry A., kept the Holbrook House from 1852 until his death in 1875. Since that time, with the exception of four years, it has been run by Mr. Holbrook and his mother.

Robert B. Jenkins, son of Payne and Olive (Ryder) Jenkins, and grandson of Lot Jenkins, of Barnstable, was born in 1837. He began going to sea at the age of eight years, and from 1856 until 1883 he was master of vessels. Since that time he has been agent for the Central Wharf Company. He married Lucretia F., daughter of Lewis Higgins. Their children are: Robert B., jr. and Edith M.; one infant daughter having died.

SAMUEL W. KEMP.—The ancestry of this citizen of Wellfleet is traceable to the state of Maryland, where the name early and prominently appeared. At the age of twelve years, Robert Kemp came from that state under the guardianship of Captain Paine, a resident of the eastern part of this town. Here the lad grew to manhood, marrying Anna, daughter of his guardian, and filling positions of trust among his townsmen during the first of the present century. As late as 1814 he was chosen by the town to be one of a committee of safety, with full powers to meet any flag of truce from any ship of war sent by an enemy of the United States, and adjust any demands or controversies for the town of Wellfleet. Here he lived and reared eight children: Thomas, John, Nathan, Barzillai, Robert, William, Wells, and a daughter, all of whom are dead.

William, the sixth son of Robert Kemp, married Nancy A. Ryder, and they had children: William, Wells, Samuel, who died in infancy; then Samuel W., Matilda, Mehitabel, Olive and William, named after the first William, who died at the age of twenty. Wells, still living, married Mercy L. Atwood, and had three children: William, Susan, now deceased, and Mattie E. The mother of these three children died, and Wells married Minerva Pervere for his second wife. Matilda, the oldest of the daughters of William Kemp, married David Y. Pierce, and James, their only child, died before her. Mehitabel, the next daughter, married Daniel C. Newcomb, and still survives. Olive, the youngest daughter, still alive, married James Wiley. Their children are: Lillian A., Alvin L. and James A. Wiley. The last William died at the age of five.

Samuel W. Kemp, born April 9, 1831, was the fourth son of William and Nancy A. Kemp. He received but a limited education at the common schools of his native village, going to sea at eight years of age, and attending school three months of each winter during the ten succeeding years. At twenty he was a master in the oys-



S W Kemp

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ter and fishing business, which position he ably filled until he was thirty-three years old. He preferred sailing his own vessels, and while in the fishing business had the schooners *R. R. Higgins* and *Eunice P. Newcomb* successively built. In 1864 he turned his attention to coasting, and had the large schooner *Anna Lyons* built at Chelsea, and in which he sailed seven years. In 1871 he had the three-masted vessel *Charles H. Lawrence* built, in which he coasted from Maine to New Orleans until 1882, when the vessel, while under the care of his mate, was wrecked at the mouth of Boston harbor. In 1883 he made four voyages to Baltimore, and the next year he assisted J. H. Freeman, agent of the Wellfleet Mercantile wharf. He had been on the sea forty-four years as boy, mate and master, three-fourths of the time in command; and so successful was his mastership, and so marked his integrity, that he had only to select his vessel if he would longer follow the sea. In January, 1885, after the resignation of Mr. Freeman, he, by the urgent wish of the stockholders, assumed the agency of the Mercantile wharf, which position he now satisfactorily fills. He is a director of the Wellfleet Savings Bank, a member of Adams Lodge, A. F. & A. M., and is identified with the social and business interests of the town. He endorses the acts of the republican party in his political preferences, and substantially supports the Congregational church. He never assumes to be a leader or dictator in the affairs of the town; but when he places his foot upon the quarter deck, his relation to surroundings seems to change, and he appears to have been born to be master.

In 1854 he married Eunice P., daughter of Lemuel Newcomb, of Wellfleet—an old and influential resident. Of their four children, the only survivor is Nannie A., who married Arthur H. Rogers, of Orleans, and has two children—Herbert K. and Euna W. Rogers. The residence of Captain Kemp is pleasantly situated, on Main street of Wellfleet village, where, in that social enjoyment he so loves, he is surrounded by his loving household.

Major Oliver Libby was born in Wellfleet in 1829, and is a son of Richard and Hannah (Holbrook) Libby. He went to New York city at the age of fourteen, where he has been engaged in business since that time. Since 1852 he has been in the restaurant and oyster business. He was a member of the Seventy-first New York State Militia from 1857 until 1866, was promoted from corporal of Company C., step by step, until December, 1863, when he was elected major of the regiment, which office he resigned in April, 1866. He was thrice called to active service during the war, acting each time as an officer. He married Sarah J. Dudley, of Boston. Their children are: Jennie N. and Walter F. Since 1876 Major Libby has had a summer residence in Wellfleet.

Oliver H. Linnell, born in 1849 in Orleans, is a son of Oliver N. and Adaline G. (Rogers) Linnell, and grandson of Josiah, who was a son of Thomas Linnell. Mr. Linnell began to learn the trade of a marble worker in 1869, and in 1873 he opened a shop in Wellfleet, to which he has since added the undertaking business. He married Augusta T. daughter of Ephraim T. Knowles. She died leaving two daughters: Ada A. and Flora I.

Charles W. Newcomb, son of Thomas E. and Lucy J. (Atwood) Newcomb, and grandson of Thomas Newcomb, was born in 1853. He has followed the sea since 1865, as master of coasting vessels since 1877. He has two sisters: Lucy E. (Mrs. George A. Snow), and Almira T.

Alvin F. Paine, son of Isaac and Catharine (Ryder) Paine, and grandson of Thomas Paine, was born in 1837 and died in February, 1890. He followed the sea from 1849 until 1863, and from that time until his death was a merchant. He was a deacon of the Congregational church in South Wellfleet and a prominent and trusted citizen. He married Eliza F., daughter of Scotter Foster. They have had three children: Isaac, Mabel F. and Alvin F., jr.

Edward E. Paine, born in 1849, is a son of Winslow, grandson of Nathan, and great-grandson of Thomas Paine. He has followed the sea since 1860, in the fishing and coasting business. Since 1874 he has been master of vessels. He married Lydia C., daughter of Uriah H. and Huldah (Jerauld) Dyer. They have two children: Winslow A. and Frank A., one son having died in infancy.

William L. Paine, son of Nathan and Dorcas C. (Lombard) Paine, and grandson of Thomas Paine, was born in 1822. He followed the sea from 1832 until 1866, as master ten years. From 1867 until 1880 he was fish inspector, and also connected with the Southern Wharf Company. He was three years a member of the school committee. He married Phebe K., daughter of Solomon Snow. Their children are: William L., jr., and Frederick M.

Nehemiah H. Paine, son of Nehemiah H. and Rebecca L. (Rich) Paine, and grandson of Ephraim and Hannah (Collins) Paine, was born in 1840. He followed the sea from 1854 until 1874. He married Lauretta, daughter of Collins Cobb. They have two children: Ida F. and Frank H.

Franklin H. Pervere, son of Isaac and Phebe (Higgins) Pervere, was born in 1831. He began going to sea at the age of fourteen, attaining to master six years later. Since 1865 he has been on coasting and foreign voyages. He married Martha, daughter of James H. Atwood. Their two children are: Arnold J. and Ruth A. (Mrs. A. C. Mott).

Joshua A. Rich, born in 1820, is the only surviving son of Joseph S., and grandson of John Rich. He has followed the sea since 1831.

He was master of coasting and fishing vessels from 1845 until 1872, since which time he has run a packet between Wellfleet and Boston. He married Olive C., daughter of William and Thankful (Cole) Newcomb. They have one son, David C., and lost three children in infancy.

Newel B. Rich, born in 1831, is one of twelve children of Samuel and Polly Rich, and grandson of Isaac Rich. He has been a sail maker since eighteen years of age, having been in business for himself since 1852. Since 1881 he has also been engaged in weir fishing. He married Mary A., daughter of Mulford, granddaughter of Mulford, and great-granddaughter of Ephraim Rich. Their two children are: Ada M. (Mrs. W. A. Rich) and Benjamin S. One son died—Charles N.

Winfield S. Rich, born in 1862, is a son of Solomon A. and Jemima (Newcomb) Rich, and grandson of Aaron Rich. He graduated from Wellfleet high school in 1878, and has been employed teaching since 1883. Since September, 1887, he has been principal of Yarmouth high school.

Frederick W. Snow, son of Ambrose and Polly (Swett) Snow, and grandson of Ambrose Snow, was born in 1837. He has followed the sea, in fishing and coasting, since 1847, having been master since 1861. He married Eunice C. Oliver. She died and he married Adaline A. Higgins. Their children are: Addie W., Eunice O., Celia S., Christibel, Frederick A., David B. and Roland S.

Freeman A. Snow, son of Ambrose and Polly (Swett) Snow, grandson of Ambrose, and great-grandson of David Snow, was born in 1838. He followed the sea from 1849 until 1888, with the exception of two years. He was master after 1862. He is now (1889) agent for the Commercial Wharf Company, also chairman of the board of directors of the Central Trading Company. He married Achsah L., daughter of Jeremiah N. Freeman. Their only daughter, Nellie M. (Mrs. J. E. Crowell), is deceased.

Jesse S. Snow, son of Ambrose and Polly (Swett) Snow, was born in 1851. He has followed the sea since 1861, as master of vessels since 1870, in the fishing and coasting business. He married Mary E., daughter of Isaac and Polly (Kemp) Freeman. They have two sons: Albert E. and Edgar L.

JAMES SWETT.—This family name was transplanted in 1630 from the Isle of Guernsey, in the English channel, to Newburyport, in the New World; and in 1670 two brothers, descendants of the name, came to the Cape, Benjamin, one of them, settling in Wellfleet, and Noah, the other, in Truro. They were seafaring men, and from them have descended the family name in Barnstable county. Benjamin, grandson of the first of that name who settled here, married, and from him descended the subject of this sketch.

Noah, the son of the last Benjamin, was born in Wellfleet in 1743, and had five children: John, Benjamin, Joseph, Martha and Susanna.

Joseph, the third son of Noah, born in 1778, married Bethia, daughter of Dea. Jonathan Higgins, of Pamet point, and was a prominent sea captain. He was drowned while passing from one vessel to another in a small boat, in Provincetown harbor, his wife surviving him fifty years. They had eleven children: Joseph, Benjamin, Bethia, Sally, Polly, James, John, Noah and Betsey H., who grew to mature age; and Ezekiel and Noah, who died in infancy. The first nine of these children married, and during their lives filled places of honor in the business, civil and domestic relations of life. Much of their success is due to the teachings of a godly mother, who so indelibly impressed the seal of her faith upon their young minds as to sensibly affect their whole lives for integrity and honesty of purpose. A short sketch of each of these children is given in the nine succeeding paragraphs:

Joseph, who still lives, married Susanna Rich, of Truro, and of their six children, James and Susan survive.

Benjamin married Jane L. Cole, daughter of Isaiah Cole, and died in 1842 of yellow fever, at Havana. Of his five children two survive—Benjamin and Malvina.

Bethia married Israel Pierce, and of their fourteen children eight survive. Their names are: James, William, Alonzo, Sylvanus, Benjamin, Melzar, Warren and Edward.

Sally married Elisha Mayo for her first husband, and after his death married John Chipman. Four children of the second marriage survive: John, William, Joseph and Sarah.

Polly, still living, married Ambrose Snow, and eight children survive: Ambrose, John, Frederick, Freeman, Noah, Jesse, Ellen and George.

John, residing at Wellfleet, married Clarissa A., daughter of Simeon and Rachael Baker, and the surviving children are: Lucy M., John A., Charles W., Jerry P., Clara E. and Alice P. Mr. Swett has long been identified with the religious, civil and business interests of the town, and is one of its old and respected citizens. He followed the sea from 1829 until 1859, twenty years of the time as master of vessels. From 1859 until 1884 he was a merchant at Wellfleet.

Noah, the youngest son of this group of children, is a resident of Watertown, Mass., and the cashier of the Union Market National Bank there. He had been prominently connected with the business interests of Wellfleet prior to his removal to his present place of residence. He married Louisana A., daughter of Isaac Rich, and their surviving children are Melville and Clara, both of whom are married.



James Swett

Betsey H., the youngest, married Jesse S. Newcomb and died leaving two daughters—Ida and Mary—surviving her. Ida has since died.

James Swett was born November 13, 1816, near the Wellfleet line, in Truro, and at the early age of seven went to sea. The loss of his father when he was ten years old taught him that he must sustain life's battles without a father's assistance, and this tended to give him the self-reliant characteristics which made him so successful in after life. At nineteen he was master of a vessel, which position he filled over a quarter of a century with marked success, retiring with a competency in the year 1861. He continued to deal in mackerel and shipping for years, and his firm, keen judgment rendered his ventures in business very remunerative—much to the envy of his contemporaries. His word was equal to a bond in all transactions. He was a director in the Provincetown Bank several years; also is now one of the directors of the Wellfleet Savings Bank. On the 17th of January, 1849, he was made a life member of the Boston Seaman's Friend Society, by the Congregational church of Wellfleet. He is also a life member of the Wellfleet Seamen's Benevolent Society. In 1864 he was the prime mover in the organization of the Wellfleet Marine Insurance Company, of which he was president over twenty years, with the most eminent success. The history of this society is given in that of the village of Wellfleet.

He married Sarah D., daughter of Dr. William Stone and sister of the late Thomas N. Stone, M. D. She died October 6, 1880, much lamented by the church in which she had been a shining light for thirty-seven years, and mourned by a large circle of friends. By this marriage eight children were born: Nancie D., born May 3, 1842, died at the age of thirteen; Eleanor W., born August 8, 1844, who died at twenty; Sarah D., born April 11, 1847, married Edwin Collins and has two children—Charles A. and Nellie; James A.; Anna E., born July 27, 1854, married Captain Anthony Freeman; Willie S., born July 31, 1856, who died at the age of nine; Frank H., born September 31, 1859, now in business at Chicago; and Nancie D., born August 21, 1861, who married L. W. Hathaway and died at the age of twenty-eight. Mr. Swett married for his second wife Susan F. Small, daughter of L. B. Crockett of Deer Island, Me., on the 17th of July, 1883. He has always taken a deep interest in the affairs of the body politic; but preferred his social and business relations to those of official trusts. He has been foremost in the enterprises of his town, and a liberal donor in the cause of religion. To worthy suffering humanity he has ever been a charitable friend, not allowing one hand to know the gifts of the other. He is cautious and conservative in the formation of friendships as well as business plans; but when once established he is firm

and reliant to the end. He and his wife reside in their pleasant home on the Truro road, in the outskirts of Wellfleet village, and in the evening of his days he enjoys the confidence of all who know him.

His son, James A., born February 28, 1849, has been station agent at Wellfleet since 1872 and express agent since 1873. He married Mary L., daughter of S. L. Lyman of Chatham. They have one son, George R.

Freeman A. Wiley, born in 1820, was a son of Nathaniel P. and Matilda P. (Mayo) Wiley. Mr. Wiley kept a paint store at Wellfleet from 1854 until his death in 1888, under the firm name of F. A. Wiley & Co. He was married to Mary C. Harding. Their children are: Isaiah H., Daniel F. and Edith G. (Mrs. James M. Atwood). Daniel F. became a member of the firm of F. A. Wiley & Co. in 1885, and since the death of his father continues the business at the same place. He married Hattie P., daughter of Solomon A. Rich.

Barnabas S. Young, son of Noah and Betsey A. (Freeman) Young, grandson of Noah and great-grandson of Stephen Young, was born in 1840. He followed the sea from 1849 until 1883 in fishing and oyster business, having been master of vessels six years. He married Nancy W., daughter of Josiah S. and Nancy (Holbrook) Snow. Their children are: Wilmot O., Florence A. and George A.

Isaiah C. Young, born in 1846, is the only child of Barnabas S. and Hannah (Cole) Young, grandson of Noah and great-grandson of Stephen Young. Mr. Young followed the sea for fifteen years prior to 1872, in the fishing and oyster business. Since that time he has been engaged in the same business on shore. He was agent for the Commercial Wharf Company from 1879 until 1889. He was representative two terms—1886 and 1887—and is now county commissioner. He has been several years a member of the school committee. He married Emma G., daughter of Warren and Nancy (Dyer) Newcomb. Their two daughters are Ada F. and May E.

Noah Young, son of Noah and Betsey A. (Freeman) Young and grandson of Noah Young, who married Sarah Paine, was born in 1845. He followed the sea for thirty years, fishing and coasting. He is now a farmer, owning and occupying the homestead of his father and grandfather. He married Emma M., daughter of Isaac Paine. Their children are: Sarah P., Austin C., Emma M., Nora F., Isaiah C. and Helen Francis Young.

CHAPTER XXV.

TOWN OF HARWICH.

BY JOSIAH PAINE, Esq.

Incorporation.—Description.—Natural Features.—Division of the Land.—The Settlers.—The Fisheries.—The Salt Industry.—Cranberry Culture.—Religious Societies.—Official History.—Schools.—The Villages and their Various Institutions.—Biographical Sketches.

HARWICH was incorporated September 14, 1694. It then extended across the Cape from shore to shore, joining on the west old Yarmouth, on the east old Eastham and the territory of Monomoyick, now Chatham, and comprising what is now Brewster and a considerable part of the present Orleans. In 1772 the part known as Potanumaquut, but now South Orleans, was set off to Eastham—Harwich assenting—by the general court; and in 1803 the north part, then known as the North parish, after a long and somewhat bitter contest, was set off into a township, and, in deference to the memory of Elder William Brewster of the *Mayflower* band of Pilgrims, whose descendants were numerous in the place, as well as in other of the lower Cape towns, was called Brewster. Thus shorn of more than half of its original territory, Harwich is yet a good sized township, having an area of more than twenty square miles and containing, according to last census, 2,783 inhabitants. The town derived its name from Harwich, an old maritime town in Essex county, England, lying about sixty miles northeast of London. Who suggested the name has been, and is yet a matter of inquiry.

Harwich, as it is now constituted, and to which the following pages of history relate, is bounded on the east by Chatham and Pleasant bay, on the south by the ocean, on the west by Dennis and on the north by Brewster. The surface of the town, though somewhat uneven, is more level than that of some of the other towns in the county. The greater portion of it yet remains in an uncultivated state, covered with a small growth of oak and pine. The soil is mostly light and sandy, but quite productive when fertilizing substance is freely used, and the season favorable. It is free from rocks or boulders of any considerable size, and consequently is easy to cultivate.

The ponds in the town are somewhat numerous, several of which are large and their waters clear and pure. Seymour's or Bang's pond, Long pond, Bush Beach pond and Grass pond are a chain of ponds that lie between the town and Brewster—the dividing line passing through the center of each. Long pond, or the "Great Long pond," as called by the early settlers, is the largest, and is about six miles in circumference. Two small streams have their rise in it. One runs in a southwesterly course and empties into Hinckley's pond, while the other in a westerly course empties into Seymour's or Bang's pond. Alewives pass up the former stream into Long pond to spawn. In former times there was a small stream that flowed out of the pond across the road into Seymour's or Bang's pond, a short distance southwesterly of the house of Cyrus Cahoon.

Seymour's or Bang's pond is a large and clear sheet of water a very short distance westerly of Long pond. Near it on the hill, many years since, lived an Englishman by the name of John Seymour, who was by occupation a tanner, and from whom the pond received its name. After his death John D. Bangs occupied the place; since his occupancy it has sometimes been called Bangs' pond. Not far from the pond in a southwesterly direction near the foot of a high hill is the site of the last meeting house of the Sauquatauket Indians.

Not far south of Seymour's pond is Herring or Hinckley's pond, the source of Herring river. This is the largest pond that lies wholly within the limits of the town. On the north side of this pond was the farm of John Sequattom, the Christian Indian, and on the east the farm of Thomas Hinckley. Prior to Hinckley's settlement here, the pond was known as Herring pond, since then Hinckley's pond. It is now sometimes called Pleasant lake.

Briggs' pond, situated in the Paine neighborhood, is a large, clear sheet of water. In the records of land bearing date 1713, it is denominated "the pond southward of Benjamin Philips." Not far north of its shore stood Benjamin Philip's house, and afterward the house of his son, Oaker, a soldier in the French and Indian wars. The sites of the houses are yet marked by the house of James T. Smalley. Some six rods in a northwesterly direction from the pond, on the south side of the Queen's road, is pointed out the site of the house which was burned on the afternoon of May 24, 1757, and in which Mrs. Dolly Eldridge perished attempting, in a distracted state, to save her bed.

Next in size is Mill pond, situated a short distance to the eastward. It has a white sandy bottom, and the water is clear and pure. Its shore, for the most part, is covered with pebbles or small bowlders. On the high ground, on the north side of the pond formerly stood Walker's wind mill, which was unroofed in the great gale of 1816, and some years afterward removed to the eastward of the Saltwater

pond and put up. Lieutenant Zachariah Smalley, an early settler, lived a short distance from the northeast part of the pond, and owned a large tract of tillage land adjoining.

Among the ponds of smaller size are Walker's pond, Wolfhill pond, Bassett's pond and Clark's pond in the northerly part of the town; Berry's or Sand pond and Flax pond in the westerly part of the town, and Grass pond, Saltwater pond and Skinnequit pond in the southerly part. Grass pond is the source of Cold brook, which empties into Andrew's river. It was called by the settlers Crooked pond, and by the Indians Woonkepit. It is very shallow with a muddy bottom. The greater part of it has within a few years been converted into cranberry land. Saltwater pond—a good harbor for boats—lies a short distance from the seashore westward of Andrew's river and has an outlet to the sea. It is twenty feet deep and about 180 rods in circumference. It was called by the early settlers Oyster pond. Skinnequit pond is the source of a small stream of the same name which empties into Red river. It is situated in South Harwich. It is visited by the alewives in the spawning season. John Skinnequit, an Indian, owned land on the east side of the pond and river, and had his cabin near by, before 1692, at which date he sold most of his territory to Jeremiah Howes of Yarmouth.

The most important of the few rivers in town—are Herring river, Andrew's river, Red river and 'Coys brook. Herring river is the largest. It flows out of Herring or Hinckley's pond in a southwest-erly direction through the village of North Harwich, and through West Harwich into the Vineyard sound. On each side of the river, for a long distance from its mouth, is a tract of meadow from which have been yearly taken large quantities of salt and fresh hay. The general name of the tract is Herring River meadow. In former years portions of the tract bore the names of "Boreman's Meadow," "Berry's Meadow," "Gage's Meadow," "Hall's Meadow," "Pog's Meadow," "Paine's Meadow," and "Boggy Meadow." Some years since an attempt was made to improve the meadow, and a tide gate was erected at considerable expense to keep out the tide water, but it proved unsuccessful. Alewives visit this river, but not in so large a number as formerly. The taking of alewives in the river is regulated by special laws. The town obtained control of the alewife fishery here in 1787. The last vessel built in town was built on this river at West Harwich.

Andrew's river is a small stream that rises in the swamps at the place called by the Indians Poqn-pit. The course of the river is south-erly to the sea. For some distance from its mouth northward extends a large body of marsh, from which is taken yearly salt and fresh grass in large quantities for provender for cattle. In the middle of the

marsh, after various windings, Cold brook, the stream that rises in Grass pond and is fed by the many swamps on its borders, unites. On both branches of these streams in former days were grist mills—sites of which are yet pointed out. The swamps through which these streams run have been converted into valuable cranberry lands. The river took its name from Andrew Clarke, an early resident, who owned large tracts on both sides, and lived near by. Cold brook, the tributary to Andrew's, is valuable to cranberry growers in flowing and draining adjacent swamps.

Red river is a small muddy stream in the southeastern part of the town, issuing from the swamps just above the marsh to the northward and flowing southwardly into the sea. It forms a boundary between this town and Chatham in that vicinity. The Indians called the stream Maspatucket. Skinnequit's farm adjoined it on the west. It runs through a large tract of marsh from which is taken yearly many tons of good salt and fresh hay. The Skinnequits river is tributary to it. The Harwich and Chatham factory was erected on the stream in 1824, but was soon removed to North Harwich in consequence of the small supply of water.

Coys brook is a tributary to the Herring river, and rises in what was known some years since as Bridge swamp, north of R. M. Moody's house. It is a narrow stream with a muddy bottom, and flows into the Herring river near Bell's neck. In its course to unite with the waters of the Herring river, it passes through extensive tracts of cranberry land, which a few years since were valueless swamps. The brook took its name, undoubtedly, from John Mecoy, who had land granted him, "both upland and meadow," in 1667, within some distance of the river, in what has been denominated the Hall neighborhood. An island in the meadows north of Boardman's or Boreman's island, was before 1680 called "John 'Coy's island." This island was probably the one now known as Hall's. Mention of Coy's brooks in deeds appears as early as 1695. Water of several small ponds, besides Beriah's and Walker's ponds, now unite with the stream—an opening having been made to the chain of ponds for draining purposes in the cultivation of cranberries. On the west side of the river, near where the "great western" road crosses, is the site of the grist mill once owned by Benjamin Nickerson. Some distance west passed the line of the Wings, Dillingham, Winslow and others, separating their land from that belonging to the "Purchasers or Old Comers," their heirs or assigns. This boundary was known to the early residents as "Wing's line."

The town has about $4\frac{1}{2}$ miles of sea coast stretching from Dennis to Chatham and about $1\frac{1}{2}$ miles of bay shore at East Harwich, stretching from Orleans to Chatham, but no good harbor. The few inlets

are small in size, the most important—aside from Saltwater pond, which has already been noticed—being Allen's harbor, Muddy cove and Short or Round cove.

Allen's harbor, so called, situated about four hundred rods eastward of the mouth of the Herring river, was formerly known as Gray's pond and harbor. It is a shallow, muddy bottom pond, with a narrow outlet to the sea. Into it flows a narrow stream that rises in the lowland eastward of the house of Abiathar Doane. Around the harbor is a tract of marsh which yields yearly tons of salt hay. On the west side of the outlet is "Nohauts" or "Nohorns" neck, where, at the early settlement of the town, Indians resided. Large numbers of arrow heads have been found here from time to time, as well as other stone implements used by the aborigines in their time of quietness, when no white man had visited these parts. On the east side of the pond or harbor was the old worn-out planting land of the Indians, which, as early as 1692, was denominated as the "Mattacheeset field." In this field, not far distant from the outlet, terminated the "antient line" from Bound brook, between the town of Yarmouth and the land of the "Purchasers or Old Comers," agreed upon in 1641, and which remained the line of Yarmouth until 1681, when the line from Bound brook on the north side was changed to the west side of Herring river, and which is now the line between Harwich and Dennis. In 1692 old trees were standing that bore marks of the line of 1641 in this vicinity. The old Indian fields extended easterly from this place on the banks of the sea shore to the Oyster pond, or as now called Saltwater pond.

Muddy cove, or Long cove as it is sometimes called, lies partly in this town. The center of it from the place called the "Eel Weir" to its mouth at Pleasant bay, is the boundary between Harwich and Chatham. In length it is more than a mile. In many places it is narrow and shallow. Some marsh borders the cove on both sides, which is covered at very high tides. Across the mouth of the inlet is the Wading Place bridge, which connects the two towns. In former times, when the Indians were numerous, they forded the river here, in their passage from one town to the other. Near the boundary stone where the tide gate has been put in, is the site of an eel weir of the Indians. At this point the river hugs the upland closely. On the west side of the cove, near the house of Hiram Nickerson, is the site of the house of captain Joseph Nickerson, the first white settler, so far as is known, in this part of the town, and near by, to the northward, the site of the house of William Long, the ancestor of the Long family of Harwich. Joshua Jethro, a Christian Indian, lived for many years, after the beginning of the eighteenth century, a short distance northwesterly from the mouth, upon the farm purchased

of the Quasons, and after him Micah Ralph, the last Indian of pure blood in Harwich.

Round cove, or Short cove, as it is called in old records, lies northward of Muddy cove, on the west side of Pleasant bay. It is now a haven for boats. On the west bank was the boundary between the Quasons and Sipsons, and the site of the cabin of Isaac James, an Indian of note. Many springs of water are found around the cove. The Indians called the locality north of it Wequaset. The first white settler near the cove was Thomas Freeman. The house of the late W. S. Eldridge marks the site. The last salt works in the town stood on the banks of the cove. About one-third of a mile in a westerly direction, on high ground covered with a growth of young oaks, is the burying ground of the Indians who resided in the vicinity. A few years since the writer was shown several places where tradition says Indians were buried. Isaac James and most of his family found resting places here, it is reported. Some of the graves were marked with small bowlders, well sunk into the earth. Mr. James was a good citizen, and was much respected by all who knew him. He had several children, but he survived them all.

The territory which constitutes the township, with the exception of a large tract in the southwestern part of the town, bordering on each side of the Herring river, yielded by Yarmouth upon establishing a new line in 1681, is the south part of the tract selected for a plantation by the "Purchasers or Old Comers" and granted to them upon the surrender of the patent March 2, 1640-41. The whole territory extended from "sea to sea" across the Cape, or the "neck of land" as the record has it, "from the bounds of Yarmouth three miles to the eastward of Namskaket." The first line established between the reservation and Yarmouth was in June, 1641, by a committee appointed by the colonial court, viz.: Captain Miles Standish, Edward Winslow, John Brown and Edmund Freeman. It commenced at Bound brook, called by the Indians Shuckquam, where the Brewster and Dennis line now commences, and extended a southeasterly course, eastward of Hall's meadows, terminating at a point in "Mattacheeset field," on the east side of Allens harbor, near the bank by the sea shore.

The change of the line, which was effected through the efforts of John Wing, sr., John Dillingham, Kenelm Winslow and associates, the proprietors of land at Sauquatuckett, now West Brewster, and also of land west of the old line in North Harwich, and west side of the Herring river at West Harwich, gave to the territory now Harwich a tract of several thousand of acres, embracing meadow, cedar swamps and timber land, which at the time had not all been purchased of the Indians. By the settlement, these proprietors were allowed to

secure the extinguishment of the Indian titles to land unsold, and they very soon applied themselves to the work. Sachemas, the sachem of Sauquatuckett laying claim to a tract between the old line and Herring river, which parted his land from Napaitan's heirs now in possession of Wings and associates, February 18, 1689-90, quitted all claim to unsold land within the following boundaries: "Beginning upon the middle of Satuckett mill dam and from thence ranging upon a straight line due south till it comes to the south sea; and from thence ranging along the sea side westerly to the middle of the Herring River mouth, which is the bounds between Sachemas and Napaitan, and from thence ranging northerly along the middle of the River, as the river runneth, to a marked tree which stands by said river side near to John Bell's house, which is the bounds between sd. Sachemas and said Nappaitan; and from thence ranging northerly to a marked tree which stands at the head of the uppermost great pond which is the bounds between sd. Sachemas and said Napaitan; and from thence ranging northeasterly through the middle of the sd. Satuckett pond to sd. Satuckett mill dam which is the first bound first mentioned."

The purchased lands within the limits of the territory above described was the tract he had conveyed to Edward Sturgis and his two sons, lying on the west side of the old line, and embracing nearly all the land to the Herring river; the tract which "Gershom Hall settled upon;" the tract sold to Thomas Boardman, and the tract held by Captain Daniel, the Indian warrior at Sauquatuckett. The first three of these tracts lie in Harwich. The tract "Gershom Hall settled upon" extended northerly from the meadows up to the Queen Anne's road, and embraced a large tract. Much of it is yet in the hands of his descendants. The tract of Thomas Boardman, or "Boreman," as he was sometimes called by the settlers, was on the north side of the Herring river, in what is now North Harwich. It adjoined a river on the northeast and the Queen's road on the southwest. It was laid out to Boardman in 1696, but there appears no evidence that he attempted a settlement upon it. The old line of the purchasers passed not far eastward of the tract.

Besides Napaitan's heirs, and Sachemas, the Indian sachem of Sauquatuckett, the Quasons and Sipsons, Indians, were large land holders in the town. The Quasons, sons and daughters of John Quason, and grandchildren of Mattaquason, the sachem of Monomoyick, held rights to the greatest portion of the place. Their land embraced the tract between Long pond and the sea shore from the old line of the purchasers eastward to Sipson's line, which line extended from a point at Short cove, near a place by them called Wequassett, northwesterly to Bush beach, near the boundary stone between Har-

wich and Brewster. From time to time they disposed of their rights to friendly Indians, and such of the whites having authority from the proprietors of the reserve to purchase. The right at last to purchase of them their unreserved land in the reservation of the purchasers having passed into the lawful possession of John Cole, Joshua Hopkins, Daniel Cole, jr., Nicholas Snow and Nathaniel Doane, of Eastham, and Stephen Hopkins, Prentice Snow and John King, of Harwich, on the 18th of May, 1711; purchased of John Quason, Joseph Quason, Samuel Quason, Josephus Quason, Sarah Pompmo, Bettie Nopie and Wawhanama, wife of Little James, all lawful sons and daughters (together with Jeremiah Quason, late deceased), of John Quason, deceased, "living in Eastham, Harwich, Monomoy and Yarmouth," all their unreserved land within the following described territory: "Beginning at a marked tree marked by the bank of a place called Wequassett, near Short Cove; from thence running northerly by the Sipson's range to the easterly end of Long Pond; thence running westerly by said Long Pond to the Herring Pond; and from the sd. Herring Pond southerly by the brook or river that runs out of the Herring Pond to the main sea; thence running easterly by sd. sea to Monomoy bounds near the Red River; thence northeasterly to the head of Muddy Cove, and so by the river that runs out of sd. Muddy Cove, and so to the first specified bounds;" together with (their right to) the "Great Beach lying between Monomoy and the main sea, extending eastward and westward as far as our said deceased father, John Quason, his right did extend, with all meadows and sedge ground adjoining and every wise thereto belonging, from Sandy Point home to Sipson's bounds," with their Island in Pleasant Bay "called Chochpenacot Island,* lying between sd. Monomoy and the Great Beach."

The reservations which they made in their deed were: a tract of twenty acres for John Quason; thirty acres for Josephus Quason; thirty acres for Samuel Quason, and twenty acres for Joseph Quason, "over and above what he holds in partnership with Little James," and "to be laid out to them between the Wading Place and Joseph Nickerson's house, to them their heirs and signs forever." Having hitherto conveyed many acres within the boundaries described in their deed, they desired that such tracts that had been "purchased according to the true meaning of the laws of the Province" should be excepted, and the grantees not to be disturbed as to their titles.

The proprietors, upon coming in possession of the valuable tract, for which only the sum of eight pounds was paid to extinguish the title, found, as they probably had expected, hundreds of acres within the limits of the boundaries above given, in possession of purchasers

* This island is now known as Strong island, and is within the limits of Chatham.

who had "purchased according to the laws of the Province," and also many acres in the possession of parties who had no title. Some of these squatters were obstinate, and gave the proprietors some trouble.

The first meeting of the proprietors of the Quason land, who had now somewhat increased in numbers, was held, according to their record, March 24, 1713-14. After choosing Nicholas Snow, clerk, made choice of "Thomas Atkins, Stephen Hopkins, Joshua Hopkins, John Gray, Joseph Doane and Nicholas Snow, a committee to lay out their lands, or so much thereof by them might be found convenient, into lots or shares, in order for to be cast, so that each proprietor may have his just and equal proportion of sd. land"; also "to settle bounds with particular men that butted on sd. land according to right and justice." They were authorized "to rectify the mistakes in the bounds of Joseph Quason's lot," laid out to him "towards Muddy Cove," and to aid in bounding the "fifty acres of land and meadow of Joseph Nickerson at the Muddy Cove, to the contents of his deed thereof"; also "to hear the claim and challenges" of those that "claim land within the boundaries" which, if "in their wisdom shall find to be just," settle the claims by setting out to each claimant a parcel of land "where the committee find reasonable." Thomas Atkins, of Chatham, was chosen an agent "to sue and prosecute" those "who presumed to cut timber, wood or fencing stuff" upon any part of their land.

The committee chosen to lay out the land into lots met at the house of Nicholas Snow, situate in what is now Brewster, April 19, 1714, with the proprietors, and reported "that they had laid out twenty lots of land" on the "southerly of the road which goes from Chatham to Yarmouth, and also twenty lots" on the "northerly side of sd. road, between sd. road and the great Long Pond." After mutually agreeing "to draw for their lots," they proceeded to the work. The first lot, in the north section, lying in East Harwich, on the westerly side of the road to Brewster, and bounded on the southeast by the lot set out to Menekish, and on the northerly end by the Long pond, was drawn by John Gray. Then proceeding, John Cole drew the second, which laid on the west side of the first, Joseph Doane the third, Captain Joseph Harding the fourth, Stephen Hopkins the fifth, Joseph Nickerson the sixth, John King the seventh, Micaijah Snow the eighth, Stephen Hopkins the ninth, Benjamin Philips the tenth, Captain Edmund Freeman the eleventh, Seth Taylor the twelfth, Nathaniel Doane and Israel Doane the thirteenth, Joshua Hopkins the fourteenth, Nicholas Snow the fifteenth, Lieutenant Jonathan Howes and partners the sixteenth, Elisha Hopkins and Joseph Cole the seventeenth, Thomas Atkins the eighteenth, Prencce Snow the nineteenth, and Thomas Clarke the twentieth. The twentieth lot adjoined on the west the old road from Brewster to Coy's brook, on the north the land of John

Sequattons, and on the south the old Yarmouth and Chatham road, sometimes called Queen Anne's road.

Upon drawing for lots in the south division, which is the tract between the Queen's road and road from Coy's brook to Chatham, the first lot—stretching between the two roads, adjoining the Chatham line on the east—fell to Joseph Doane, Esq.; the second, lying westerly, fell to John Cole; the third lot to Jonathan Howes and partners, the fourth to Micaijah Snow, the fifth to Israel and Nathaniel Doane, the sixth to Prence Snow, the seventh to Benjamin Philips, the eighth to John Gray, the ninth to Seth Taylor, the tenth to Stephen Hopkins, the eleventh to Captain Edmund Freeman, the twelfth to Joseph Cole and Elisha Hopkins, the thirteenth to Stephen Hopkins, the fourteenth to Thomas Atkins, the fifteenth to Captain Joseph Harding, the sixteenth to Captain Joseph Nickerson, the seventeenth to Nicholas Snow, the eighteenth to John King, the nineteenth to Joshua Hopkins, the twentieth to Thomas Clarke. His lot was the westernmost in the row, and adjoined the road from Coy's brook to the north precinct, now Brewster.

The next division of importance of the 'common land of the proprietors was of a tract in the eastern part of the town, which was known as the "Little Division." The lots, twenty in number, were drawn December 28, 1730. Joseph Doane, Esq., drew the first lot, John Young the second, Thomas Doane the third, Captain Joseph Harding the fourth, Micaijah Snow the fifth, Nicholas Snow the sixth, Captain John Atkins the seventh, Elisha Hopkins and Samuel King the eighth, Thomas Atkins the ninth, Stephen Hopkins the tenth, Joshua Hopkins the eleventh, Thomas Clarke the twelfth, William Long and partners the thirteenth, Stephen Hopkins the fourteenth, Lieutenant Jonathan Howes the fifteenth, Jonathan Linnell the sixteenth, Nathaniel Doane and partners the seventeenth, Captain Edmund Freeman the eighteenth, John King the nineteenth and Prence Snow the twentieth. Many of the lots in the "Little Division" were bounded southwesterly by the road from East Harwich to Brewster, while some were bounded westerly by the road from East Harwich meeting house to Orleans. The last clerk of the proprietors was Solomon Crowell; the last meeting of the proprietors held was in 1822.

The proprietors had a narrow tract bordering the south side of the highway from Coy's brook to Chatham, to which adjoined the land of Samuel Nickerson, John Smith, Ephraim Covil, Andrew Clark and Jeremiah Howes. The tract was sold in parcels, after claims of some of the lotholders had been satisfied by gifts of small parcels, to pay the debts of the proprietors.

The Sipsons land, or "Seventeen share purchase," lay in the eastern part of the old town, but a very small portion of it is within the

present town limits. It was purchased at different times of Thomas Sipson and his brother, John Sipson, two noted Indian landholders residing at Potanumaquut. Many who held lots in the Quason land were proprietors of the land purchased of the Sipsons. The first meeting of the proprietors was held September 7, 1713, and Joseph Doane, Esq., of Eastham, was chosen clerk. At a meeting held September 28, 1713, Joseph Doane, Esq., Jonathan Linnell and Israel Doane were chosen to lay out lots "according to each one's interest in said propriety." The committee made two divisions of the tract into seventeen lots each. The lotholders were: Joshua Hopkins, Thomas Mayo, Nicholas Snow, Daniel Cole, Samuel Mayo, John Cole, Prencce Snow, John King, Stephen Hopkins, Micajah Snow, Joseph Doane, John Sparrow, James Rogers, Nathaniel Doane and Thomas Mayo. The line between the Sipsons' and Quason's was often perambulated. The last perambulation appears to have been in 1822. Of the above proprietors mentioned four only were residents of old Harwich, viz.: John King, Nicholas Snow, Stephen Hopkins and Prencce Snow. They all lived in the north precinct.

The Sipsons, during the summer of 1713, sold to Samuel Mayo and Joshua Hopkins their right to the "flats and sedge ground" in and around Pleasant bay within the limits of Harwich. This tract was denominated the Seven Share purchase, and the Seven Share propriety. The tract, so far as was found suitable for division, was divided into lots. The principal part of the sedge ground was adjacent to Sipsons' or Esnew's island. Much of the sedge ground is now of no value. From what can be gathered from scattering documents at least three divisions were made.

SETTLERS.—Among the settlers of the township before 1700 were: Gershom Hall, Benjamin Hall, Samuel Hall, Abraham Chase, Joseph Severance, Manoah Ellis, Elisha Eldridge, Samuel Nickerson, Joseph Nickerson, Samuel Berry and John Smith.

Gershom Hall came from what is now North Dennis, and was, so far as can now be learned, the first settler. He bought a large tract near the meadows some time before 1688. His house, it is understood, stood on the high ground which overlooks the meadows, near or upon the spot where the late Isaiah Kelley's house stood. He was born in Barnstable in the year 1648. He was a man of note. He was a farmer, millwright and lay preacher. All the Halls in town are his descendants. He died October 31, 1732, in his eighty-fourth year, and was buried in the Hall burying ground in North Dennis, together with his two wives.

Benjamin Hall was a younger brother of Gershom, and was baptized at Barnstable May 29, 1653. He doubtless was born at Nobs-cusset, whither his father removed after several years residence in

Barnstable. He purchased a large tract of the territory laid out to Edward Sturgis and sons, and came thither and settled upon it. Becoming interested in the purchase of wild lands in Windham, since Mansfield, Conn., in 1708, he removed to that place and died there in 1737.

Samuel Hall, the eldest son of Gershom Hall, came with his father and settled in what is now North Harwich, near Ryder's mill. He married Patience Ryder. He was a farmer and miller, and owned the first water mill erected on Herring river. Very many of the worn out fields now seen on the east side of the river were parts of his farm. He was known as one of the wealthiest men of his day in the old town. He died in the sixtieth year of his age, February 19, 1729, and was buried in the old yard at North Dennis, where a stone with inscription marks the spot. He left no children. Much of his property he gave his nephew, Dea. Edward Hall, who at the time of his death was a lad.

Abraham Chase was a son of William Chase, 2d, of Yarmouth. He settled in the south part of the town. His farm contained many acres. The west part was bounded by Coy's brook. His house stood not far from the house now occupied by John F. Allen. He sold out to William Cahoon of Monomoy, now Chatham, in 1695, and removed to Tiverton, R. I. He was a Quaker.

Joseph Severance came from the east part of Yarmouth, now East Dennis, and settled in the south part of the town upon the tract which he, with Manoah Ellis and Elisha Eldridge, purchased of Jacob Crook, Indian, in 1693, lying on the sea shore from Saltwater pond to "Yarmouth Old bounds," which terminated east of Allen's harbor, so called. He subsequently purchased a tract with Manoah Ellis of Caleb Lumbert, extending from the sea shore northerly between Andrew's river and the Saltwater pond. He resided here but a short time when he sold his right to the tracts to Samuel Sturgis, Esq., a trader in Yarmouth, and moved to the southeasterly part of the town. Mr. Severance married Martha Warden, daughter of Peter of Yarmouth. He had a family. He has no descendant of the name in the town.

Manoah Ellis came from Sandwich, and purchased land in that part of the town, now Harwich Port, with Joseph Severance and Elisha Eldridge in 1693. He sold his right with Severance, to Samuel Sturgis of Yarmouth, and the particular spot upon which he settled cannot now be pointed out. He had a large family, and some of his descendants yet live in the town. But very little is known of his life.

Elisha Eldridge was from Monomoy. He sold his right to land he bought of Crook, with Severance and Ellis, to Isaac Atkins, and

removed from town. He resided in the south part of the town in what is sometimes denominated the Doane neighborhood.

Samuel Nickerson, son or grandson of William Nickerson, the early settler of Monomoy, removed to Harwich after 1696. He settled upon the tract he had of William Cahoon, which had been Abraham Chase's farm. He married Mary, daughter of John Bell, and had children. His son Samuel came into possession of most of his estate. His house stood near the house of the late Cyrus Allen.

Joseph Nickerson, son of William Nickerson, removed to Harwich and settled on the west side of Muddy cove, near the house of Hiram Nickerson, one of his descendants, in or about 1697, where he had purchased fifty acres of upland and marsh of Barnabas Lothrop of Barnstable. He died before 1731. His widow, Ruamah, was living at that date very aged. He left children. He has many descendants yet living in town. The site of his house in Nickerson neck, Chatham, before his removal, is yet pointed out.

Samuel Berry came from Yarmouth, and was the son of Richard Berry of that place. He married Elizabeth, daughter of John Bell, and settled on the north side of the Herring river at North Harwich, near or upon the spot where the house of the late Ebenezer Kelly stood. He died in 1704, leaving a family, among whom were sons, John and Samuel. He has descendants in the male line in the state of New York.

John Smith settled upon the tract he had of William Cahoon, adjoining Samuel Nickerson's land, about 1697. His land on the west adjoined Coy's brook. His house stood about southwest from the house formerly occupied by Isaac Smith. He died in 1748. He had six children. He opposed the division of the town into parishes in 1746.

After the above came, others soon followed, and before 1750 the following persons had taken up their residence within the limits of the present town: Benjamin Philips, William Eldridge, Isaac Eldridge, Prince Young, Zachariah Smalley, John Streight, Ebenezer Paine, Patrick Butler, Benjamin Small, Eleazar Robbins, Ebenezer Ellis, Thomas Hinckley and William Cahoon in the north part of the town; William Long, Thomas Kendrick, Solomon Kendrick, Thomas Freeman and Benjamin Macor in the eastern part; Andrew Clarke, Ammiel Weekes, Jonathan Smalley, Ephraim Covil, William Covil, Edward Nickerson, Thomas Burgess, Samuel Burgess, Josiah Swift, John Allen, William Gray, Elijah Doane, Daniel Doane, Elisha Doane, Beriah Broadbrooks, Isaac Atkins, William Penny and Moses Davis in the southerly part; and William Chase, Samuel Smith, Matthew Gage, Samuel Downes, Patrick Killey and Ebenezer Chase in the western part.

Of the above number, Isaac Eldridge, John Streight, William Long, Solomon Kendrick, William Covil, William Gray and William Penny, after a few years' residence, removed from town. Isaac Eldridge returned to Chatham, his native town, after the burning of his house and wife. John Streight returned to Rhode Island, whence he came; William Long went to Yarmouth, having married there Fear Sturgis, and died; Solomon Kendrick went to Barrington, N. S.; William Covil went to Billingsgate; while William Gray and William Penny struck out for the west, settling in what is now Putnam county, N. Y.

INDUSTRIES.—The principal business of the town has been the fisheries. The branch first engaged in was the whale fishery. At first, when whales were plenty in and about Cape Cod bay, boats were employed in pursuing them, manned by crews of experienced men, who were dexterous in the use of the "harping iron." But when whales began to leave the coast for undisturbed feeding ground, sloops of various sizes were employed; and when schooners were built, they also were sent forth in the business. The sloops engaged did not venture at first far from the coast. They cruised off the head of the Cape, off Nantucket, and sometimes ventured south as far as latitude 36, making short trips. In subsequent years, when the business became more remunerative, larger vessels were employed, and the trips were more extended, both as to time and distance. The revolutionary war greatly disturbed this branch of industry; and from the effects of the conflict it never recovered.

The business was the most extensively carried on in the North precinct, now Brewster. The leading man there in the business the middle part of the last century was Benjamin Bangs, an enterprising merchant. Some of the vessels in his employ for several years were very successful. In 1760, more than forty men from Harwich went to Nantucket to engage in the business. At this date vessels were sent to River St. Lawrence, then "Canada river," the banks of Newfoundland and to southern waters for whales. The business was attended with danger, and the loss of vessels and lives was not infrequent.

After the decline of the whale fishery upon the close of the war, attention was turned more particularly to the cod fishery by the people of the South precinct. In 1802, between fifteen and twenty vessels, averaging forty tons each, and about half of them owned here, were employed in shoal fishing, and four, of about one hundred tons each, in fishing on the banks of Newfoundland and in the straits of Belle Isle. It was estimated that over two hundred persons, including men and boys, were engaged at this time in the cod fishing from this place. After this time vessels began to be built in town, and

coasting business, as well as the mackerel fishery, was engaged in, to considerable extent. The last war with England interfered much with the seafaring business of the Cape, especially of this town.

In 1837, the fishing business was no way in a prosperous condition. Only twenty-two sail of vessels were engaged in the fisheries, and about two hundred persons employed. Most of these vessels were engaged in the cod fishery the first part of the season.

After this time the Harwich fleet again increased, and in 1841, the year of the memorable gale, when fourteen persons belonging to this town were lost, twelve vessels sailed from "Marsh Bank" besides the fleet from Deep Hole and Herring river. In 1850 the mackerel fleet was much increased, owing to the good success attending the fishery the preceding years. In 1851 the scarcity of mackerel on this coast induced many of the fleet to visit Bay Chaleur. While there in the autumn, came on the memorable gale in which so many vessels and lives were lost, and from which all of the Harwich vessels escaped destruction, excepting the schooner *Commerce*, John Allen, master, and the schooner *Ogunquit*, commanded by Stephen D. Ellis, which were lost. The former went ashore and the crew were saved, while the latter was never heard from after the gale. Since the late war, the fleet engaged in the cod and mackerel fishery has gradually decreased, owing to small returns for great outlays. The number of vessels now engaged in the fishery is reduced to two.

The manufacture of marine salt by solar heat, by improved works, commenced here about the first of the present century, and for a time was an important branch of industry. But the decline in the price of salt, and the great increase in the cost of the construction of the works, led to the abandonment of the business. It has been many years since a foot of the works has been seen standing here, or the arms of one of the pump mills seen revolving in the wind.

During the revolutionary war, when salt was scarce and dear, many here produced it for home consumption by boiling sea water. The work of producing salt in this manner was laborious, and, the salt being impure, it was given up when other means of getting pure salt became general.

RELIGIOUS SOCIETIES.—There has never been any lack of interest in religious matters here. No less than fifteen religious societies have been organized within the limits of the present town. Of these societies, the Separatist or New Light, Free Will Baptist, Reformed Methodist and Wesleyan Methodist have become extinct.

The oldest organization is the Congregational church. It was constituted November 12, 1747. The first minister was Rev. Edward Pell, who was ordained the same day. Mr. Pell was a native of Boston, born in 1711. He was a graduate of Harvard College in 1730.

He died in Harwich, after a short sickness, November 24, 1753. He was succeeded, in 1753, by Mr. Benjamin Crocker, who preached until after April, 1755. Mr. Crocker was a native of Barnstable, and was a grandson of Governor Hinckley and nephew of Rev. Mr. Stone's wife. He was a graduate of Harvard College in 1713, and seems to have spent much of his life in school teaching.

Rev. John Dennis succeeded Mr. Crocker in 1756. He was a native of Ipswich, and was born November 3, 1708. He was a graduate of Harvard College in 1730. He preached in Harwich until the spring of 1761. He died in Ipswich in 1773. At the close of Mr. Dennis' ministry, Mr. Crocker was again invited to supply the pulpit. Accepting the call, he came in the fall of 1761, and remained until about the middle of the year 1765, when his labors terminated. He returned to Ipswich, where he died in 1766.

Mr. Crocker was succeeded by Rev. Jonathan Mills, a native of Braintree, and a graduate of Harvard College in 1723. He was installed pastor in the spring of 1766, and continued in the ministry here till death terminated his labors, May 21, 1773.

The religious dissensions which were commenced in the parish at its incipency did not cease during the pastorate of Mr. Mills. Resistance to the paying of the precinct tax levied for the support of the minister of the standing order, though not so strong as formerly, was yet shown by a considerable number of the parishioners, who supported ministers of other denominations, and efforts to supply the pulpit with preachers of the denomination was unsuccessful after Rev. Joseph Litchfield's short pastorate in 1777, until 1792, when Mr. Nathan Underwood was called and ordained, a period of about twenty years. Mr. Underwood continued in the ministry here in active service till 1819, but his connection with the church was not formally dissolved until April 8, 1828. Mr. Underwood was the last settled minister in town. He died May 1, 1841, at the age of eighty-eight. During his pastorate forty-two persons were admitted to the church, and 135 were baptized. Between the time of his ordination and the time of his death, he solemnized 444 marriages. The following ministers supplied the pulpit since his pastorate to the installation of Rev. William Marchant, in 1839: Rev. John Sanford supplied the pulpit a portion of the time between 1821 and 1825; Rev. Nathaniel Cobb, in 1825-6; Isaac B. Wheelwright, 1826-7; Rev. W. M. Cornell, 1828-9; Rev. Lucius Field, 1829-30; Rev. Mr. Powers in 1830-31; Rev. Caleb Kimball, 1832-34, and the latter part of year 1839; Rev. William Withington, three months latter part of the year 1834; Rev. Charles S. Adams, 1835-38; Rev. J. H. Avory, the latter part of the year 1838 and beginning the year 1839. Rev. William Marchant became pastor August 1, 1839, and closed February 14, 1841. Rev. William H.

Adams was pastor from August, 1841, to April, 1844. Rev. Cyrus Stone was pastor from September 1, 1844, to October 1, 1848. Rev. T. P. Sawin was pastor from December, 1848, to March 11, 1851. Rev. Moses H. Wilder became pastor in October, 1851, and was dismissed March 1, 1858. Rev. Joseph R. Munsell was pastor from November 7, 1858, to May 3, 1868. Rev. William Beard came in November, 1869, and closed his labors December 25, 1870. Mr. Charles S. Whitney, a licentiate, supplied the pulpit from May 7, 1871, to October 6, 1872. While supplying the pulpit he was ordained a Congregationalist minister. Rev. Bradish C. Ward supplied the pulpit from October, 1872, to January, 1876. The pulpit was supplied in 1877 by Rev. Joseph Hammond; in 1878 by Rev. Smith Norton; 1879 by Rev. S. W. Powell. Since 1880 the pastors have been: Rev. R. S. Tobey, Rev. C. M. Westlake, and Rev. H. P. Cutting. Rev. Mr. Cutting closed his labors in 1888.

The first meeting house erected by the parish or society, a rude structure, stood a little westward of the chapel. It was taken down in 1792, and another, more commodious, was erected a little to the eastward, about where the chapel stands. After standing forty years this became dilapidated and unfit for public service, and was taken down and sold. The present structure was built in 1832, and enlarged and renovated in 1854, at an expense of about six thousand dollars.

The second church constituted was the Separate or New Light church. The first pastor was Rev. Joshua Nickerson. He was ordained on "a stage in open air," February 23, 1749. The officiating ministers were: Rev. Isaac Backus, of Middleboro, Rev. John Paine, of Rehobath, and Rev. Nathaniel Sheperd, of Attleboro. The ordination sermon was preached by Mr. Backus. The first deacons were William Nickerson and Richard Chase, both ordained the day after the pastor's ordination. As this was the first church of the denomination in Barnstable county it caused considerable excitement and "a deal of discourse." Mr. Dunster, the pastor of the First church, the Sunday following "preached a sermon against the Newlight's proceedings." The meeting house of this society, tradition has it, stood near the burying ground west of the house now occupied by Watson B. Baker. This burying ground is now unfenced, and all the head stones have been removed to the Island Pond cemetery. It was a small structure. Mr. Nickerson, the pastor, removed to Jamworth, N. H. But little is further known of this church.

The third church organized was of the Separate or New Light denomination. The first pastor was Richard Chase. He was ordained December 11, 1751, Mr. Backus of Middleboro delivering the sermon for the occasion. Other ministers officiating were Elder Carpenter, Elder Ewer and Elder Nickerson of the first Separate church. At

the ordination were Mr. Lewis of Billingsgate, and Mr. Dunster of the First church, who interrupted the meeting. Mr. Dunster protested against the proceedings, and declared some of the members had "separated from his church." This church worshiped in a meeting house in the west part of the town. At first, this church, like the first of which Mr. Nickerson was pastor, admitted to communion all Christians, whether they had been sprinkled in infancy or baptized by immersion. It also held to the baptism of infants of believers. But at length the pastor, and a portion of the church, became adverse to pedo-baptism, and the administration of the rite was neglected. This led to the convening of a council by the aggrieved brethren, December 20, 1752, which censured the pastor and that portion of the church that held with him. The censure, however, was revoked by another council, composed of Elders William Carpenter, Isaac Backus, Joshua Nickerson, and Dea. Eleazer Robbins, August 23, 1753, and fellowship with the church and Elder Chase was publicly declared. The next day Elder Chase, becoming satisfied it was his duty to go "into the water in baptism * * * went down to the water" with Elder Backus, who now was an Anabaptist, and the rite was administered.

In 1757 the Anabaptistical wing of the church having organized a church of the Baptist order, gave Mr. Chase invitation to become the pastor. He accepted and was ordained September 29th. The sermon was preached by elder Backus. Elder Chase was pastor of the church until March 31, 1777, when he was deposed from the pastoral office for disorderly conduct as a minister of the gospel. Mr. Samuel Nickerson, a Free Will Baptist, preached to the Baptists in their meeting house, which stood on the old burying ground, at North Harwich, a portion of the time between 1778 and 1781. Mr. Jonathan Jeffers supplied the pulpit from 1781 till June, 1785. Mr. Enoch Eldridge became pastor in 1788, and continued till 1794, when Rev. Abner Lewis succeeded him. Mr. Lewis continued the pastor until 1809. After him came Mr. Eli Ball, who supplied the pulpit a short period. He was succeeded by Mr. James Barnaby, a licentiate of the First Baptist church in Providence, who was ordained August 7, 1811. Mr. J. Barnaby was pastor till June, 1819. Rev. David Curtis became pastor in August, 1822, and continued till December 11, 1824. Rev. Stephen Coombs became pastor in September, 1826, and continued until 1829. Rev. William Bowen became pastor in 1829, and continued until March 20, 1831, when he was succeeded by Rev. Davis Lothrop, who continued until 1834. Rev. Seth Ewer was the next pastor. He left the society in June, 1837, after two years' service. Rev. James Barnaby became pastor the second time in November, 1837, and continued here until March, 1844, when Mr. Lothrop became pastor the second

time. He continued until March, 1846. Rev. George Matthews became pastor in July, 1846, and continued until March, 1848. Rev. Mr. Huntley supplied a short time, when Rev. Mr. Barnaby became pastor for the third time. He resigned his pastorate May 26, 1855. Mr. George F. Warren was ordained and installed January 8, 1856, and continued until September, 1857. He was succeeded by Rev. W. W. Ashley, who remained until November, 1857. After services of Rev. Mr. Clark and Rev. S. J. Bronson, Mr. Barnaby for the fourth time became pastor, in April, 1862, and continued until 1877, the year of his death. His successor was Rev. A. T. Dunn, who was followed by Rev. H. C. Hickok. Rev. J. W. Holman was pastor from 1883 to 1886. The present pastor is Rev. Charles A. Snow, who succeeded Mr. Holman in 1886.

The second meeting house of the Baptists was built in 1804, some rods southerly from the old cemetery at North Harwich. It was removed to West Harwich in 1828, to site of the present church edifice. It was taken down in 1841, and the present church erected. The dedicatory services took place November 17, 1841. This church is the eldest of the denomination in the county.

The Arminian, or Free Will Baptist church, was constituted in this town August 10, 1779. The first pastor was Mr. Samuel Nickerson. The church was composed mostly of those who had been members of the Separate churches. Mr. Nickerson left the church and returned to his native state, and the church was dissolved, October 20, 1789. Mr. Nickerson held meetings in the parish meeting house, and also in the Baptist meeting house at North Harwich.

The East Harwich Methodist Episcopal society was organized in 1797. The preacher at this date was Rev. John Broadhead. The first meeting house, a very small structure without plaster or paint, was built in 1799, in the east end of the old cemetery, near the site of the house of the late Washington Eldridge, and westward, a short distance from the house of Seth Eldridge. The house was occupied by the Methodists until 1811, when the present one at East Harwich was built, then it was vacated and sold. The society was incorporated March 1, 1809, by the Massachusetts legislature as the "First Methodist Society in Harwich," with "all the powers and privileges which are enjoyed by other religious societies," in the Commonwealth. Among the preachers after Mr. Broadhead, and before 1802, were Rev. John B. Gibson and Rev. John Merrick. Mr. Gibson was the preacher here when the meeting house was built in 1799. The first Methodist preacher here before 1797 was Mr. John Kenney, a native of Chatham, but a resident of Provincetown.

The first worshippers in the church at North Harwich were Reformed Methodists. Those who are now sustaining meetings in

the church are the Episcopal Methodists. Rev. Benjamin Swift was the first minister of the Reformed Methodists here.

The meeting house at South Harwich was built for the Reformed Methodists in 1836. The master builder was Almond Hinckley of Dennis. The first minister was Rev. Benjamin Swift, whose remains lie buried at the north end of the church. The society subsequently became Wesleyan Methodist, and a church was organized January 1, 1845, of this denomination, with Rev. James Wright, pastor. In 1853, August 31st, the Methodist Episcopal church was organized with Rev. Mr. Spilstead, pastor.

A few years after this change many who had attended meeting here withdrew, formed a society, built the "Bethel," near the town line, and for many years employed Rev. Davis Lothrop of West Harwich, as the pastor. Upon his retirement, the pulpit was supplied, but not regularly. At present the society is sustaining preaching.

Pilgrim church (Congregationalist), Harwich Port, was organized April 24, 1855, with Rev. W. A. McCollom as pastor. Mr. McCollom retired from service here on account of failing health near the close of the year, and Rev. Charles Morgridge succeeded him, commencing his labors February 18, 1856, and closing them February 18, 1858. Rev. Frederick Hebard was the next pastor. He came August 18, 1858, and retired February 18, 1864. Rev. Alvin J. Bates succeeded him February 26, 1865. Rev. Walter Ela followed in 1868. In 1869 Rev. Isaac Pierson preached eight months, and went a missionary to China. In 1870, Rev. Henry C. Fay was installed pastor. In 1872, Rev. Davis Lothrop supplied the pulpit; leaving in February, 1873, Rev. Isaac Dunham succeeded him, supplying the pulpit until November, 1873. Rev. Edson J. Moore was pastor for some time, closing his labors April, 1878. Rev. John H. Vincent was pastor from February, 1879, to February, 1881. Rev. Minot S. Hartwell supplied the pulpit from 1882 to 1884. From April, 1884, to January, 1885, Rev. C. M. Westlake supplied the pulpit. Rev. H. P. Cutting, pastor of the Centre church, supplied the pulpit during the latter part of the year 1886, and the beginning of the year 1887, when Rev. Warren Applebee succeeded him. Mr. Applebee closed his two years' pastorate in May, 1889. Rev. W. W. Parker commenced his labors in July, 1889. Nathaniel Doane is the senior deacon of the church, having held the office since the organization of the church in 1855. Freeman Snow who died in 1884, had been deacon since 1855. His successor is Henry Kelley. The present clerk and treasurer of the society is Dea. Nathaniel Doane, who has held the office eighteen years. The church edifice was erected in 1854, and dedicated February 1, 1855. Rev. M. H. Wilder, Rev. James Barnaby, Rev. Mr. Thacher, Rev. Mr. McCollom and Rev. Enoch Pratt taking part in the services.

The members of the Roman Catholic church commenced the erection of their house of worship at the Centre upon land purchased of Chester Snow, in October, 1865. The edifice was finished in May, 1866. The builder was George F. Swift of Sandwich. Services commenced in it in July, 1866. The locating of the church at this point, and the success of the movement to erect and pay for it, was largely due to the efforts of Patrick Drum, since deceased.

OFFICIAL HISTORY.*—The following is the list of selectmen of the town from 1701 to the present time, with the first year of their election and the number of years they served: 1701, Joseph Paine, 12 years; Thomas Freeman, 3; William Myrick, 6; 1704, Thomas Clark, 4; 1710, Chillingsworth Foster, 7; Gershom Hall, 3; 1713, Nathaniel Myrick, 19; Edward Snow, 2; Kenelm Winslow, jr., 3; 1716, John Freeman, 3; 1718, Dea. Thomas Lincoln, 8; Ens. Prence Freeman, 13; 1725, Lieut. Joseph Freeman, 9; 1726, Capt. Edmund Freeman, 7; 1732, Nathaniel Hopkins, 1; 1733, Kenelm Winslow, 3; Chillingsworth Foster, 4; Joseph Mayo, 11; 1739, Jabez Snow, 29; 1742, William Freeman, 3; 1743, John Snow, 7; 1745, Thomas Winslow, 1; 1748, Judah Sears, 1; Nathaniel Doane, 1; 1749, Edward Hall, 24; 1750, Elisha Doane, 7; 1753, Barnabas Freeman, 5; 1754, Thomas Kendrick, 1; 1758, Edmund Freeman, 6; 1763, Heman Stone, 3; 1770, Benjamin Freeman, 3; James Paine, 16; 1773, Joseph Nye, 7; 1779, Joseph Snow, 7; Solomon Freeman, 1; 1780, Nathaniel Downes, 2; Benjamin Berry, 4; 1782, Ammiel Weekes, 1; 1783, John Dillingham, 22; 1785, Ebenezer Broadbrooks, jr., 20; 1789, Ebenezer Snow, 3; 1791, Jonathan Snow, 8; 1792, Dea. Reuben Snow, 2; 1801, John Gould, 1; 1802, Scotto Berry, 3; 1805, William Eldridge, 7; Isaiah Chase, 5; 1809, John D. Bangs, 4; 1811, Job Chase, jr., 4; 1813, Stephen Burgess, 2; Nathan Nickerson, 2; 1814, Ebenezer Kelley, 1; 1815, Daniel Hall, 1; James Long, 16; 1816, Nathaniel Doane, 12; 1817, Elijah Chase, 15; 1818, Reuben Cahoon, 4; 1825, Nathan Underwood, jr., 25; 1830, Anthony Kelley, 3; 1831, Samuel Eldridge, 2d, 5; 1832, Isaiah Baker, 1; 1835, Amasa Nickerson, 4; 1836, Elkanah Nickerson, 1; 1837, Isaac Kelley, 9; 1839, Nathaniel Chase, 4; 1841, Isaiah Doane, 5; 1843, Freeman Snow, 2; 1844, Jacob Crowell, 3; 1845, Cyrus Weekes, 8; 1848, Darius Weekes, 1; 1850, Danforth S. Steel, 14; 1853, James Chase, 2; John Kenny, 2; 1853, Benjamin F. Bee, 1; 1857, Shubael B. Kelley, 6; 1858, Isaiah C. Kelley, 5; 1860, Thomas Kendrick, 9; 1862, Benjamin W. Eldridge, 1; Sheldon Crowell, 2; 1864, Joseph C. Berry, 3; 1866, Zephaniah Nickerson, jr., 15; Isaiah Chase, 14; 1873, Watson B. Kelley, 18; 1879, Thomas Ellis, 2; 1881, Mark F. Nickerson, 2; 1884, David Killey, 4; 1885, Edward Kendrick, 4; 1888, Uriel Doane, 2; 1889, Josiah Paine, 2; 1890, Ambrose N. Doane, 1 year.

*In consequence of the loss of the first pages of the first volume of the town records, the names of the first officers of the town cannot be given.

List of town clerks from 1701 to 1890, with first year they served. The town clerks were chosen treasures after 1717: 1701, Thomas Freeman; 1707, Joseph Paine; 1713, *Chillingsworth Foster; 1742, Nathaniel Stone, jr.; 1777, James Paine; 1785, Joseph Snow; 1789, Benjamin Bangs; 1793, Dean Bangs; 1795, Reuben Snow; 1796, Anthony Gray; 1800, John D. Bangs; 1809, Obed Brooks; 1810, Ebenezer Weekes; 1814, Obed Brooks; 1839, John Allen; 1846, Ephraim Doane; 1848, Benjamin W. Eldridge; 1852, Obed Brooks, jr.; 1853, Ephraim Doane; 1859, William H. Underwood; 1868, Braddock P. Philips; 1870, Freeman Snow; 1881, Joshua H. Paine.

Representatives from 1811, with the first year in office and number of years in service: 1711, John Mayo, 3 years; 1712, Gershom Hall, 2; 1713, Thomas Clarke, 8; 1717, Chillingsworth Foster, 5; 1719, William Myrick, 1; 1720, Kenelm Winslow, 1; 1720, John Gray, 1; 1725, Edmund Freeman, 13; 1741, Joseph Freeman, 4; 1749, Edward Bangs, 2; 1755, Nathaniel Stone, jr., 6; 1761, Chillingsworth Foster, 9; 1770, Benjamin Freeman, 4; 1775, Joseph Nye, 3; 1777, Solomon Freeman, 5; 1783, Kimbal Clarke, 3; 1791, John Dillingham, 11; 1800, Ebenezer Broadbrooks, jr., 5; 1801, Benjamin Bangs, 4; 1806, Ebenezer Weekes, 3; 1812, Eli Small, 1; 1813, Nathan Nickerson, 1; 1823, Rev. Nathan Underwood, 2; 1827, James Long, 10; 1827, Dr. Greenleaf J. Pratt, 1; 1828, Isaiah Chase, 3; 1832, Sidney Underwood, 1; 1834, Job Chase, 2; 1834, Zebina H. Small, 2; 1835, Samuel Eldridge, 2d, 4; 1839, Cyrus Weekes, 5; 1839, Richard Baker, jr., 2; 1842, Loring Moody, 2; 1849, Darius Weekes, 1; 1850, Obed Nickerson, 1; 1851, Nathaniel Doane, jr., 5; 1854, Anthony K. Chase, 2; 1856, Elkanah Nickerson, 2.

SCHOOLS.—At the time Harwich was incorporated it was enjoined by law upon every town in the province "having the number of fifty householders or upwards," to have "a school master to teach children and youth to read and write;" and having "the number of one hundred families or householders to have a grammar school set up" and taught by "some discreet person of good conversation, well instructed in the tongues," and "to take effectual care and make due provisions for the settlement and maintenance of such school master or masters," the selectmen and inhabitants of such towns respectively were imperatively commanded. But this town, at the time of incorporation, not having families enough, as the law required, to establish a school in which both reading and writing could be taught, early had "a school for to teach children to read." In 1708, however, "families en enough" were found, and the matter of establishing a school and providing for the settlement of a schoolmaster was brought up at a meeting of the town June ninth for consideration. The

* Died in office, and Kenelm Winslow, jr., was chosen to fill unexpired term October 12, 1702.

town voted to leave the management of the school with the selectmen, but for some reason not apparent they did not comply with the provisions of the law, and at the July session of the court the town was presented, and Edward Bangs was chosen to appear, as an agent, and give reasons for the neglect. After this date the town seems not to have neglected to maintain a lawful school. In March, 1709, but a few months after the presentment, in town meeting it was voted to raise such a sum "as the law makes provisions in making town rates, to pay the schoolmasters and his board." It was also decided that the schools should commence by "removes" that had been determined upon. After this time up to the settlement of Mr. Asbon as the town schoolmaster in 1713, the town, it is evident from the records, became interested in schools and made provisions for their support.

At the time Mr. Asbon was settled as the schoolmaster no school houses had been built, and as an inducement to some one to open his house for the school the town offered the sum of "nine pence a week for a convenient house to keep school in." Mr. Asbon's engagement was for seven months in 1713. Whether he was engaged for 1714 we have no means of ascertaining. At the time of his teaching the town was districted, and the schoolmaster made the circuit of the town in seven months. This manner of establishing the school gave each section of the town the benefit of the school, although it necessitated long vacations and gave the master continuous service. Doubtless it was the best plan that could be adopted for the time when the inhabitants were scattered, and but one teacher supported by the town.

In 1715 Mr. Philip Selew was engaged as the town schoolmaster, with a salary of forty-eight pounds. The town was, indeed, fortunate in securing a teacher of such qualifications. Before his term expired the town authorized the selectmen to again secure his services, and give him the same salary.

Mr. Selew came to this country, his descendants claim, from Bordeaux, and had been educated for the ministry, but choosing the vocation of a teacher, was never settled in the ministry. He was the schoolmaster of the town for over fifty years. He died May 15, 1772, at the age of eighty-four, and lies buried in the old cemetery at Harwich, where a slate stone, with inscription, marks the place of his sepulture. Mr. Selew was three times married, and has descendants, but none residing in Harwich.

In 1753 the South parish, now the present town of Harwich, took action in matters relating to schools, and "choose Lieut. Zachariah Smalley, John Gage and Gershom Hall, to hire school masters or school mistress," but whether they carried out the vote of the parish

does not appear. It was doubtless the first attempt of the "Scuth side" people to support a teacher. Whether they continued yearly to support a teacher while the regular town's schoolmaster was on the circuit the records do not show. In 1766, however, a committee of the precinct was chosen to "settle the school" and Benjamin Nickerson was allowed "four shillings and ten pence lawful money for school house room," indicating that no school house had then been erected in the precinct or parish up to this time. In 1768 the general court authorized precincts to raise money for the schools and building school houses, and the South precinct choose "Samuel Nickerson, James Gage and Reuben Eldridge to settle the schools in the precinct." In 1775 the South precinct took action in relation to sustaining schools. "Reuben Eldridge, Prince Young, John Smith, Samuel Nickerson, Nathaniel Downes and Ebenezer Chase were chosen to settle the school."

During the revolutionary period the schools of the town were not well sustained, owing to limited means at the town's command. For not providing a schoolmaster according to law, in 1779, the town was "presented." After the close of the war efforts were made to keep up the schools to the requirements of the state; and Joseph Smith was employed as the town's schoolmaster. He was from Barre. He made the North parish his place of residence. He was generally known as "Schoolmaster Smith." The legislation of 1789, supplemented by that of 1800, 1817 and 1827, laid the foundation of a district school system which prevailed in this town up to the time of adopting the present system.

At the present time (1890) the town sustains sixteen schools under the graded system, and has nine school houses. The high school was established at the Centre in 1881, with A. L. Wood as principal. He was succeeded by L. T. McKenney in 1887. The present teacher is S. A. Hayward, who succeeded Mr. McKenney in 1889. The late Colonel H. C. Brooks caused one thousand dollars to be placed in the Cape Cod Five Cents Savings Bank, the interest on which to be annually expended for a suitable medal for every school in town, to be donated once every year to the pupil in each school who is most proficient in composition and letter writing and most excellent in behavior, to be determined by the teacher of each school.

The leading institution of learning in this section for twenty years was the Pine Grove Seminary, established in this town by Sidney Brooks in 1844. Mr. Brooks was the principal from the beginning. He gave up the charge of the school in 1866 to engage in teaching on the state school ship. The building he sold to the town in 1869, and it is now used for school purposes. Mr. Brooks was born in Harwich and graduated at Amherst College in 1841. He died in Boston, where he had resided mostly since he closed his school in Harwich.

VILLAGES.—The villages in town and localities in which post offices have been established, are Harwich, East Harwich, South Harwich, Harwich Port, West Harwich, North Harwich and Pleasant Lake.

Harwich is the central village and the oldest in the town. It is situated upon high land, many feet above the level of the sea, and above the chain of ponds that border the northerly line of the town. Where the Exchange building stands, the land is twenty-nine feet above the level of Long pond. On what is now Main street, sixty years ago, from the house of the late E. E. Hardings to the house occupied by the late Isaac Smith, there were only ten dwelling houses, and of these eight are yet standing, together with the old school house, in which many of the old residents of the village and neighborhood received the rudiments of their education.

The first to open a store in this place was Ebenezer Brooks, Esq., which was before 1789. In 1802 his son, Obed Brooks, became associated with him in trade, and they erected in 1807 the store which was removed in 1880 from the old corner across the street, and is now occupied as a dwelling house. After the death of the father, Mr. Brooks continued in trade until about 1833, when he became associated with his son, Obed Brooks, jr., who had been in business in Boston under the firm of Rand & Brooks. Mr. Brooks at this date enlarged the store, and put in a good stock of goods, such as was usually kept in a country store, making it *the* store of the town. Mr. Brooks, in 1856, becoming cashier of the bank just established in the village, gave up the business, and Mr. Obed Nickerson of South Harwich, who had for some time been engaged in the store, took charge and carried on the business for several years, when in 1876 Mr. Cyrenus S. Hunt, a young man, who had received his business training under Mr. Nickerson, took charge of the old stand, and remained in business there until the erection of Brooks' block, in 1879, when he removed his stock into the room he now occupies. Mr. Hunt has, with the exception of a short period at his place of residence in trade, occupied this store.

In 1854, through the efforts of Chester Snow, the Exchange building, as it was called, was erected; the lower story was fitted up for stores, and the upper story as a hall, which at the time was the most commodious in the county. William H. Underwood and Andrew Snow, under the firm of Snow & Underwood, in 1855 opened a dry goods store in the building. They both retiring from the business in a few years, a new firm, Brett, Smith & Co., commenced business in the store. This firm was succeeded in 1864 by Charles E. Brett, a native of Brockton, who had been a clerk for the firm. Mr. Brett was a dealer in dry goods and clothing. He remained in the store until 1874, when he removed into his new store built a few steps east of the Exchange building,

where he carried on business until 1876, when fire destroyed the store and the famous Exchange building, together with the dwelling house of Mrs. Turpie, and outbuildings connected with the store. It should have been stated that upon retiring from the dry goods business, Mr. Underwood went into the grocery business in another room of the old Exchange building, and engaged in other branches of trade, holding at the time the office of postmaster and town clerk and treasurer in his store. He was succeeded by his son, Joseph Underwood, and Henry Holmes in the grocery business in 1872. The store vacated by Mr. Brett in 1874 was soon occupied by C. F. Parker of Yarmouth in the dry goods business. He was in trade here when the store was burned. Mr. Parker for a short time opened a store in Mr. Buck's building, now occupied by Paddock Small, and removed to Osterville. Mr. Brett's present store was built in 1876. The west room is occupied by J. F. Tobey, who succeeded Mr. Brett in the grocery business.

Nathan Ellis opened a store in his old house on the north road in 1855, and subsequently opened opposite his house on the east side of the road a store, which was destroyed by fire about 1880. In 1881 he opened, near the railroad station, a store, which he sold to Thomas Harriman in 1884, who carried on the grocery business until 1885, when the store was burned. In 1881 Mr. Ellis built the store now owned and occupied by his son, Samuel A. Ellis.

Others who have stores here at present are: Rufus F. Crowell, Paddock Small, Samuel Moody, jr., J. G. Ryder, 2d, Sheldon K. Crowell and Patrick Kelly, jr.

T. D. Eldridge and S. W. Rogers, pharmacists, have each a drug store.

In 1856, the manufacture of soap was commenced in a building standing upon the site of the house of F. D. Weekes, by Solomon Thacher. The business was not successful, and Mr. Thacher sold out to T. P. Parker,—who had been in his employ—an experienced soap maker. After some years in the business, he removed from the town. The shop was made a dwelling house, and some years since was destroyed by fire.

In 1865, Jonathan Buck moved into the new building which had just been completed for him, standing upon the site of the old school house, and commenced the manufacture of fishermen's boots and slippers. He continued in the business until 1868, when a company was formed, with a capital stock of ten thousand dollars, to carry on the same business, in addition to making women's shoes, and he became superintendent. In 1870, the capital was increased. In 1873 the company closed up business, and Mr. Buck resumed the old business. He retired in 1883. Paddock Small now occupies the place.

The building erected for the company is now owned and occupied by Henry T. Crosby, the marble worker, who came here in 1873.

Harness making was first commenced here by Henry Nickerson. He was succeeded by Frank Smith. Alliston S. Doane now occupies Mr. Smith's stand, having commenced business in 1881.

The manufacture of barrels has been carried on here for years. Among the manufacturers are J. B. Tuttle, John Larkin and Edwin L. Eldridge. The barrels manufactured are used for packing cranberries, and are uniform as to size.

The printing business was commenced here in 1862, in a building a few yards east of Mrs. C. D. Brooks' house, by John W. Emery, who, in the same year, started the *Cape Cod Republican*. The paper and job printing were discontinued in 1864. In 1868 Mr. Emery again opened his office, and started the *Harwich Press* and job printing; but removed to Farmington, Minn., in 1869. In 1872, Goss & Richards commenced job printing in the room now occupied as a lawyer's office, under the control of George B. Wilcox; afterward in old exchange building, and then in their new building, and at the same date, started the *Harwich Independent*, which was printed in Barnstable. In 1881 A. P. Goss succeeded them, he having been connected with the office here since 1873. In 1886, Benjamin F. Bee, jr., commenced job printing in the south part of the village. In 1888 he built the building he occupies.

In 1866, Benjamin F. Bee, machinist, opened a shop on Bank street for mechanical purposes. Mr. Bee is an inventor of some note. The relieved tap, safety sectional boiler, regulating water guage, Bee's gimlet, button fastener, and cranberry picker are among the most important of his inventions. He is now perfecting a machine for marine propulsion.

The Cape Cod Five Cent Savings Bank went into operation in 1856, with Obed Brooks, jr., as treasurer. This institution was incorporated March 16, 1855. Before the erection of the present bank building in 1875, the business was done in the office of the Bank of Cape Cod. The successor of Mr. Brooks, who retired in 1870, was M. S. Underwood, of Dennis. He was succeeded by A. C. Snow, 2d, in 1882, who is now the treasurer. The assistant treasurer is A. L. Weekes.

The Bank of Cape Cod was chartered May 21, 1855. It went into operation in February, 1856, with Christopher Hall, of Dennis, as president, and Obed Brooks as cashier, with a capital stock of \$100,000. In January, 1865, it became the Cape Cod National Bank, of Harwich. The present capital stock is \$300,000. George H. Snow, the present cashier, succeeded Mr. Brooks in October, 1865. The president is E. E. Crowell, of Dennis, who has been officially connected with the bank since its organization. The presidents, beside the above named, have been Prince S. Crowell, of Dennis; Joseph K. Baker, of Dennis, and Isaac H. Loveland, of Chatham. The banking

house was erected in 1855. The master builder was James Moody. The assistant cashier is A. C. Snow, 2d.

The Broadbrooks Free Library, the gift of the late Major Henry C. Brooks, of Boston, but a native of the village, containing about four thousand volumes, was formally opened January 1, 1881. It is in the west chamber of the spacious building erected by him in 1879, known now as Brooks block. It is opened every Saturday, and any person of the town, over fourteen years of age, is entitled to its privileges, if complying with the rules. Connected with the library is an art room, in which are the Rogers' group of statuary, presented to the town in 1881 by Pliny Nickerson, Esq., of Boston, also a native of the town.

The largest structure in the town—the Exchange building in this village—was commenced in the summer of 1884 and completed in 1885. It stands upon the site of the Exchange building burned in 1876. The second story of the building contains the spacious and well fitted hall. It was erected for the proprietor, Chester Snow, Esq., by Richardson & Young, contractors, and cost about \$43,000.

The post office in this village was established in 1798. Silvanus S. Stone was appointed first postmaster April first of that year. He was succeeded May 11, 1804, by Ebenezer Brooks. At this time the office was kept in Mr. Brooks' store, upon his premises, on the north side of the road, near his house, the site of which is seen in the grove where the temperance picnics are held. The mail matter was then brought on the mail carriers' shoulders in a bag once in a fortnight, and we opine the letters and papers were few in number at that date. Later on it was brought from Boston once a week on horseback by John Thacher, of Barnstable; and still later by Freeman Winslow, of Brewster, who took the mail in saddlebags from Sandwich, the terminus of the stage route, once a week from Boston.

Mr. Brooks was succeeded as postmaster by Obed Brooks, the son, December 29, 1822, who in turn was succeeded August 13, 1856, by Obed Brooks, jr. The latter resigned in 1858, when W. H. Underwood was appointed. Mr. Underwood resigned in 1873, when Charles E. Brett was appointed. Mr. Brett resigned in 1885. He was succeeded, in 1885, by John H. Drum. Samuel Moody, jr., succeeded Mr. Drum in 1889, and is the present postmaster. While the office was held by Obed Brooks, it was in the old store; and when Obed Brooks, jr., was postmaster it was held in the same building.

East Harwich is the post office designation of the eastern part of the town, and covers a large territory. The principal settlement is on the road from the meeting house toward Orleans. The church here of the Methodist denomination was erected in 1811, and is the oldest in the county. There are two cemeteries here, one adjoining the church yard, and the other in a northwesterly direction on high

ground. The latter was laid out in 1858. It contains four acres, and is certainly the best laid out cemetery in town. At first it contained two acres, but in 1875, it was enlarged and incorporated. Prominent among the traders are Mulford Young, A. J. Chase, Hiram E. Nickerson and Sears L. Moores. Mr. Young is a dealer in furniture, groceries and dry goods. He first commenced trade in 1851. Many years ago a public house was kept here by David Kendrick, where the late Isaac B. Kendrick resided. Here the probate courts were held while Hon. Nymphas Marston was the judge. Many from this locality go boat fishing out of Pleasant bay, to fishing grounds off Chatham, and are quite successful.

The post office was established here in 1830. The first postmaster was Rufus L. Thacher, appointed December 24, 1830. David Snow, jr., was appointed October 24, 1832. David Snow was in business "on the corner" at the time. He was succeeded by David Kendrick January 18, 1836, who was succeeded April 8, 1839, by Benjamin F. Eldridge. Mr. Eldridge was succeeded August 26, 1841, by James G. Smith, who in March, 1843, was succeeded by Benjamin F. Eldridge. He resigned, and was succeeded April 14, 1856, by Danforth S. Steel. Mr. Steel resigned in 1862, and was succeeded by George W. Nickerson, after whom came Samuel Bassett. He was succeeded by J. H. Chase, who was succeeded by Hiram E. Nickerson. Sears L. Moores is the present postmaster, having been appointed in 1887. Until the appointment of Mr. Steel, the post office was at the corner near the meeting house. Since then it has been kept in the north neighborhood where it is now. The mail is taken directly to the office from Harwich once a day.

Salt making at the cove was carried on early. Samuel Eldridge, Esq., had works on the west side of the cove near his house. His works were the last seen in that part of the town.

The old wind mill, which ground the grists of the good people of the neighborhood, familiarly known as "Uncle Elnathans' mill," graced the high lands of "Weguasset,"—the territory so called by the Indians north of Short cove, overlooking Pleasant bay.

South Harwich is the post office designation of the southeastern part of the town. The settlement is principally on the main road from Chatham to Harwich Centre. This neighborhood, though thinly settled, has been an active part of the town. The activity here was mainly due to the late Amasa Nickerson, who successfully carried on the fisheries at the Deep Hole for many years before his death. Among others who were engaged in the same business, were Cyrus Weekes and Caleb Small, under the style of Weekes & Small, and Caleb Small after the dissolution of the firm in 1868; Zephaniah, Stephen and Alden Nickerson; Tuttle & Godfrey, Nickerson & Small; Darus F.

Weekes & Co., and Levi Eldridge. The only firm engaged now in the fishing is Kendrick & Bearse, who have only two vessels engaged. This firm has two stores, one at the wharf and the other at South Harwich station. The wharf here has suffered destruction by the ice several times, and has as many times been rebuilt in consequence. Most of the above named had fitting out stores. At the west of the Deep Hole, salt making was engaged in early. There are many now living who remember the salt works that stood near George W. Nickerson's house, owned by the late Nathan Nickerson. The principal stores on Main street forty years ago were Joseph P. Nickerson & Co. and Abner Nickerson. Boat building was carried on here many years ago by Zebina H. Godfrey.

The post office was established here in 1831, with Joseph P. Nickerson, postmaster. He continued in the office till his death in 1859, when his daughter, Loretta Nickerson, succeeded him. She was followed by William M. Eldridge in 1864, and the office removed to its present location.

The Methodist Episcopal church is situated here. The only cemetery in this section is near by. Cyrus Eldridge, the portrait painter, one-half a century ago, was a native of this village. The traders of to-day are Sears Brothers, H. L. Crowell, W. M. Eldridge, Kendrick & Bearse, David Ellis and L. Clarke.

The oldest house in town, so far as is known, is yet standing in the village, and now owned by N. T. Gorham. The first occupant was John Long, and the second his youngest son, James Long, who was a leading man in town fifty years ago. The earliest residents were Jonathan Smalley, Joseph Severance, Joseph Ellis, Ammiel Weekes, Acus Tripp, John Long and John Paine. Will Tobey, the slave of Mr. Zachariah Smalley, also lived in this section near or on the spot where Mr. E. P. Nickerson's house stands. For the faithful service he rendered his master, the heirs of Mr. Smalley in 1779 provided for his support during his natural life. An oak tree now standing on the farm of James S. Paine yet bears the mark of his axe made more than 140 years ago, when the tree was young and standing by the road, while he was assisting the owner, Ebenezer Paine, in making fence.

The overall business was started here by Mrs. Hannah C. Stokes in 1865. In 1872 E. L. Stokes & Co. started the same business and soon commenced the manufacture of shirts. They run thirty machines by steam, and keep fifty hands at work at the shop, besides employing 250 persons outside, in this and adjoining towns.

The watch business was started in this place by Warren Freeman in 1835. He continues repairing and dealing in watches, clocks, jewelry, etc.

Pilgrim Lodge, F. & A. M., received its charter March 14, 1860. The charter members were Frederick Hebard, Warren Freeman, Z. H. Godfrey, Charles Jenkins, Zenas D. Eldridge, Stephen Nickerson, B. G. Philips, Timothy Baker and Caleb Nickerson. It held its meetings in Freeman's Hall until 1880, when a lodge room was fitted up in Brooks' block, in which the lodge has held its meetings since that time.

Harwich Port lies on the south side of the town. It owes much of its growth to the fisheries and the coasting trade. There are many yet living who remember when the houses were few in number and far apart. Records show that for many years before 1753 the territory upon which the village stands was held by Ephraim Covell, who lived near Grass pond; but at which date, he being dead, it was in possession of his daughters, viz.: Thankful, wife of Edward Nickerson; Sarah, wife of Benjamin Nickerson; Mercy, wife of Samuel Burgess; and Mary, wife of Thomas Burgess. Three of the above—Thankful, Mercy and Mary—were at that time living upon the tract, though not in what is now the village. The Burgess' possession was the western part of the tract which extended westerly from the Salt Water pond between the shore and lower end of Grass pond, while the Nickerson's was the eastern portion bordering Cold brook and Andrew's river on the east and Grass pond on the west. Up to 1804 there were no public roads leading to or through "inland," as it was then known. The way from the Centre by the east end of Grass pond was crooked and through bars most of the distance. This way was made a town road in 1831, with some alterations in its location at the Port. The way through the village, now Main street, was laid out in 1827 as a county road by the county commissions. Most of the old ways at the Port years ago, and remembered by the aged of to-day, were made by Ephraim Covell for his convenience, and the Burgess who succeeded to his estate in the "inland."

Vessel building upon the shore commenced here before 1800. In 1792 the schooner *Industry* was built, in 1793 the schooner *Delight*, in 1800 the schooner *Polly*, and in 1804 the schooner *Combine*. After 1830 several were built on the shore. Among them the schooners *Eliza*, *Ostrich* and *Emulous*. The *Eliza* was built near the marsh bank, and was commanded by Laban Snow, jr. The *Ostrich* and *Emulous* were built west of Allen's harbor, at the place called "No-horns, by Anthony Thacher. The *Emulous* was for awhile under the command of Captain Z. H. Small.

The water mill, where afterward stood the sash and blind factory, was built for Thomas Burgess in 1763. The mill was erected by Captain Pepper, the famous millwright of Eastham. It appears the mill was in full operation in December of that year. It was sold

to Benjamin Lovell of Barnstable, who removed here and settled on the west side of the brook after the revolutionary war. Mr. Lovell did not long continue in charge of the mill. Benjamin Small, jr., his son-in-law, was in possession of the mill and other real estate on the west side of the river in 1798, when the same was conveyed to his father. Some time after 1820 a "carding machine" from North Harwich was put in for carding wool. The water privilege was some years since purchased by Ephraim Doane, who, with Elkanah Hopkins, commenced the manufacture of doors, sashes and blinds. He was succeeded by G. H. Tripp, who, about 1857, gave up the business.

The tanning business was started here by Elkanah Nickerson and Lorenzo D. Nickerson. Their tannery was south of the house of Captain T. A. Nickerson. It has long since disappeared.

Sail making was commenced in the village after the fishing business revived. Timothy Baker had a sail loft on the west side of the road near his house. In 1850 Kelley & Doane established the business in a loft overlooking the shore, where it is now carried on by S. B. Kelley, who succeeded Mr. Doane in 1858. Abner L. Small was long engaged in the business in a loft near his house. Gilbert Smith also was engaged in the business at the Port.

Boat building has been carried on in this village by Charles Jenkins for thirty years. Mr. Jenkins succeeded David Godfrey & Son in the business they established in 1847.

Henry Kelley opened a lumber yard here about 1850. In 1853 he formed a partnership with his brother, Watson B. Kelley, under the firm of H. Kelley & Co., and have since carried on the lumber, coal and hardware business, occupying the same stand as from the start.

Among the early traders here were: Jeremiah Walker, Valentine Doane, Laban Snow, jr., Benjamin W. Eldridge, Ephraim Doane, Elbridge G. Doane, Emulous Small and L. S. Burgess. Jeremiah Walker kept a variety store near his house. Valentine Doane at first opened a store near his house, which he occupied until its removal to the shore, near the present house of Theophilus Burgess. He was a dealer in flour, corn, groceries, etc. Laban Snow, jr., started a store on the corner where the house of Charles Jenkins stands, having for his partner, until 1848, B. W. Eldridge. Some time after Mr. Eldridge retired Lindsey Nickerson, jr., became Mr. Snow's partner. B. W. Eldridge, soon after leaving Mr. Snow, opened a store westward, on the north side of the road, where he carried on business until his death in 1862. In 1849 Ephraim Doane, who had been a clerk in Valentine Doane's store, opened a store on the corner where Shubael B. Kelley's store now stands. He gave up the business after some years, and Mr. Kelley succeeded him. The store was burned in 1887. It was rebuilt the same year, and is now occupied by Mr. Kelley.

Emulous Small engaged in business in the store under Union Hall after the closing of the "Union store," which had been opened in 1850, and in company with his father, under the firm of E. Small & Co., remained about three years in business, when his father retired. He then carried on the business until 1876, when he sold out his store to Joseph K. Robbins. Mr. Robbins continued the business until April, 1889, when he sold out to Samuel J. Miles.

Lovell S. Burgess started in the clothing business here in the village in 1864, Freeman E. Burgess being connected with the custom department. In 1877 Simeon K. Sears purchased the store, and now keeps a dry goods store. In 1879 Mr. Burgess became a partner with F. E. Burgess, who had started the clothing business, but after a year here went to Dennis Port and opened a dry goods store, leaving his partner, who continues at the old stand.

Among other prominent traders of to-day here, are C. F. Nickerson, P. N. Small, George D. Smalley, W. R. Burgess and Elisha Mayo. Mr. Mayo opened his boot and shoe store in 1887.

The village blacksmiths are William H. Cole and Thomas Freeman. Mr. Cole succeeded Josiah B. Hallett in 1870. In connection with his blacksmith work he carries on carriage work.

Social Hall, located a little north of Main street, was erected in 1869. It is owned by a stock company, which holds $97\frac{1}{2}$ shares. The meetings of the town have been held in it the past twelve years.

Satucket House, built in 1886, is occupied as a reading room and library. It is managed by a board of trustees annually chosen. Watson B. Kelley is the president and S. K. Sears secretary.

The Sea View Circle, composed of ladies, contributed to its erection. Their library of nearly six hundred volumes, called also Sea View Library, is in it, and is open on Saturdays. T. R. Eldridge is librarian and Miss Sabra F. Smith assistant librarian.

The hotel in the eastern part of the village, known as the Sea View House, is kept by Rinaldo Eldridge. Just south of this hotel, on the west side of the road, were the salt works of Captain Theophilus Burgess, an energetic ship captain, who was lost on a voyage to Russia in 1832.

Marsh Bank wharf was built in 1841. It was the first built on the shore east of the Herring river. The second was Union wharf, east of Marsh Bank wharf, built in 1849. The third was Long wharf, east of Union wharf, and West of Salt Water pond. These wharves have all been destroyed by ice. The only wharf now upon the shore is at the foot of Sea street, and is owned by Henry Kelley & Co. and T. B. Baker. This wharf has been rebuilt several times in consequence of ice. It stands upon the site of the old "Marsh Bank wharf."

It was at the old Marsh Bank wharf, in 1847, that Valentine Doane

started the fishing business. He continued in business on this wharf, assisted by his sons, Valentine, jr., and Ambrose N. Doane, until 1867, when Valentine, jr., removed to Portsmouth, N. H., and started the same business, Ambrose N. continuing with his father. Mr. Doane removed his business from this wharf to Long wharf, and after its destruction by ice carried his business on at "Job Chase's wharf," west of Herring river. At this place he continued from 1882 to 1884, when he quitted business.

At Marsh Bank wharf, Laban Snow, jr., carried on the fishing business until Union wharf was built, which was in 1849. At Union wharf, under the firm of Snow & Nickerson, he continued business. At this wharf B. G. Philips & Co. carried on the business, succeeding Snow & Nickerson. The successors of B. G. Philips & Co. were Lindsay Nickerson and Theophilus B. Baker, under the firm name of Nickerson & Baker. In 1869 Mr. Nickerson retired, and Mr. Baker continued in the business until 1889, when he disposed of his remaining vessels and gave up the fishing business. The last two firms had fitting out stores at the shore.

The firm that carried on business first at the Long wharf had also a store at the wharf. This firm was not long in business.

The first inspector of mackerel at the port was Caleb Snow. He first had a stage near the Marsh Bank for packing.

The post office was established here in 1851, Ephraim Doane being the first postmaster. Benjamin W. Eldridge succeeded him January 20, 1854. Mr. Eldridge was succeeded in 1861 by Shubael B. Kelley, who held the office until 1885, when W. R. Burgess was appointed. The present postmaster is Benjamin C. Kelley.

The Satucket Lodge of Good Templars, organized in June, 1888, meet in Florence Hall, over C. F. Nickerson's store. The present membership is sixty-nine. The worthy chief templars have been Willie L. Killey, Ebenezar Weekes, 2d, and Albertus Small.

West Harwich is situated in the southwestern part of the town, and lies on both sides of the Herring river. The west part of the village is the most thickly settled. The people here were early engaged in the fishery, and most of the men are yet engaged in seafaring pursuits. This part of the town was not very early settled, on account of its remoteness, and the difficulty of getting to the neighborhood. The first to settle within the town line, west of the river, so far as is now known, was William Chase, son of John Chase. He settled at the mouth of the river. He was soon followed by Samuel Smith, who erected a house near where Amos Smith's house stands. For some years these two settlers were the only residents the west side of the river. The early settlers on the east side were located in the Snow neighborhood. They were Benjamin Hall, who went to Connecticut;



RESIDENCE OF D. R. GINN, M. D.,
West Harwich, Mass.



GINN'S BAZAAR,
Dennis Port, Mass.

William Gray, who went to New York State about 1746, and Dea. Nathaniel Doane, who settled upon Gray's farm, and his only son, Elijah Doane.

The building of the bridge over the river, near Job Chase's house, in 1804, and the throwing open a public way from the Dennis line to the bridge, in 1808, by Job Chase, sr., through his lands, aided much the growth of the place, especially on the west side.

Vessel building on the river and near its mouth commenced early after the beginning of the present century, and was continued at times until 1848. Among the number built, of which mention has been made, were the *Hope and Polly*, built for Job Chase, sr., in 1805; the *Dorcas*, built on the east side of Herring river, by Patrick Kelley, in 1817; the *Superb Hope*, for Job Chase, jr., and Sears Chase, in 1824; the *Experiment*, for Isaac Bee, in 1830, near his house, and also the schooner *Triumph*, and the *Job Chase*, in 1848. The latter was a schooner of about seventy tons. It was built by Anthony Thacher for Job Chase, at a place on the west side of the river, south of Erastus Chase's house, called the "Snake Hole." This was the last vessel built in Harwich. Mr. Chase was actively engaged in the fishery during most of his life, as was his father, bearing the same name. He had a store for many years, near the river, a little to the eastward of Erastus Chase's store.

The post office here was established in 1827. The first postmaster was Elijah Chase, appointed January 6th, of that year. His successor was Samuel P. Bourne, appointed May 20, 1841. Mr. Bourne resigned in 1843, having been appointed cashier of the Falmouth Bank, and Anthony Kelley was appointed November 17. Mr. Kelley resigned in 1848, and was succeeded by David H. Small, appointed July 20. Anthony K. Chase, appointed December 23, 1856, succeeded Mr. Small, and was followed by Erastus Chase in 1861. Charles H. Kelley succeeded Mr. Chase in 1885, and Henry C. Berry succeeded Mr. Kelley in 1889.

The only public house here for many years, was kept by Isaiah Baker. The site is marked by the house of James W. Eldridge, a few rods west of the Baptist meeting house. In 1881 Ozias C. Baker opened the Central House, which is now kept by him. In 1883, William P. Baker, his son, started a livery stable in connection with the hotel; and it is the terminus of his express and stage route from North Harwich railroad station through Dennis Port to this village.

Among those who have stores in the village, are: Erastus Chase, dealer in clothes and groceries; Henry C. Robbins, Davis Lothrop, jr., and C. H. Kelley.

The largest building in the village is Ocean Hall, near the Dennis line. This hall was erected in 1865, costing about seven thousand

dollars. Bartlett White, of Yarmouth, was the builder. The first story contains the public hall, the second story is occupied by Mount Horeb Lodge, of Freemasons, and the Sylvester Baxter Chapter, and the third story is used for a dining room. The lodge room was furnished at an expense of about fifteen hundred dollars, and dedicated December 25, 1865. Rev. Dr. Quint, of New Bedford, delivered the dedicatory address.

Mount Horeb Lodge of Freemasons was constituted, December 25, 1855. The following officers, representing the Grand Lodge, were in attendance: Sylvester Baxter, M. W. G. M.; Rufus S. Pope, D. G. M.; A. C. Nickerson, G. S. W.; H. W. Rugg, J. G. W. The marshal for the occasion was Anthony Kelley. The officers for the year ending December, 1856, installed were: Nehemiah D. Kelley, W. M.; Joseph K. Baker, S. W.; William E. Ansel, J. W.; Anthony Kelley, jr., secy.; Remark Chase, treas.; Samuel D. Chase, S. D.; Benjamin W. Eldridge, J. D.; and Anthony Kelley, marshal. The masters of the lodge have been: N. D. Kelley, Joseph K. Baker, Anthony K. Chase, Veranus Nickerson, Ozias C. Baker, Benjamin P. Sears, Abner L. Ellis, Luther Fisk, David Fisk, Erastus Chase, Sylvester Baker, Sylvester F. Baker, and Henry H. Fisk. The secretary of the lodge in 1889 was James B. Hopkins.

The Sylvester Baxter Chapter meets in Mount Horeb Lodge room. The charter bears date December 7, 1870. The principal officers the first year were: N. D. Kelley, H. P.; Joseph K. Baker, K.; Watson B. Kelley, sec. The principal officers of 1889 were: John E. Hamer, H. P.; Henry H. Fisk, K.; and Erastus Chase, S. Charles H. Kelley has been secretary during eleven years of the existence of the chapter. Besides the above, who acted as H. P. since the chapter was instituted, was Abiathar Doane. The members are scattered over the adjoining towns.

North Harwich is the post office designation of the village in the northwestern part of the town. This part of the town was early known, as here was built the first grist mill in the south part of the old town. It stood upon the Herring river, and was known as Hall's mill. The site is now marked by the Ryder's mill. It was owned by Samuel Hall, the first resident here, sometime before 1700. A short distance north of this mill, on the river, stood the cotton and woolen factory, removed from South Harwich in 1825, and again removed in 1851; and also the grist mill and mill for carding wool. The site of these mills is marked by Rogers' mill. Below Hall's mill, or "Middle mill," as it was sometimes called, was Kelley's mill. Near the site of this grist mill, in 1867, was erected the tap and die factory, which was burned in December, 1868. Near by was shortly after erected the building for making safety sectional boilers, under the superin-

tendence of B. F. Bee, the inventor, who also was superintendent of the tap and die factory. The village now contains two houses of worship and one school house. The railroad station for accommodation of Dennis Port and West Harwich, is situated in the western part of the village.

Stores here were formerly kept by Ebenezer Kelley, Nathan Foster, Sheldon Crowell and Elijah B. Sears. The present stores are kept by Richard Baker and J. C. Baker.

The first public house in this section of the town, so far as is now known, was opened here. It was first known as Downe's tavern, and afterward as Howes' tavern. The site is now marked by John E. Ryder's house.

The Baptist meeting house stood in this place up to 1828, when it was removed to West Harwich. The old cemetery of this society is near the site of the meeting house. It has been enlarged, and is now occupied as the cemetery of the village.

The post office was established here in 1862, with Sheldon Crowell as postmaster. He was succeeded in 1867 by Elijah B. Sears, who was followed by Mrs. E. B. Sears. Mrs. Sears was succeeded by Jonathan Burgess. Joseph Raymond succeeded Mr. Burgess, and James C. Baker followed Mr. Raymond.

Pleasant Lake is the post office designation of the settlement at, and near the west end of Long pond, and at Hinckley's pond. The first postmaster was Patrick F. Cahoon. He died a few years after his appointment, and Alvin H. Bassett, the present postmaster, was appointed. The Old Colony railroad passes through this place, and has a flag station near the post office. The people of this vicinity have a small house of worship, called the "Free Methodist Chapel," situated on Queen Anne's road, so called, built in 1880, and a school house near by. Cranberry culture is the business the people are mostly engaged in. Here resides Alvin Cahoon, the first to experiment in cranberry culture. It is also the residence of Cyrus Cahoon, a prominent cranberry grower, who early engaged in the business. This place was early settled. Among the first residents were Thomas Hinckley, Micah Philips, Reuben Philips, James Severance and James Cahoon.*

BIOGRAPHICAL SKETCHES.

Edward B. Allen, born in 1823, is the second son of James, grandson of Seth, and great-grandson of John Allen. His mother was Bettie Baker. Mr. Allen followed the sea from 1837 to 1880, as master thirty-four years. He was married in 1846, to Mehitabel Doane. She died in 1878. They had four children: Susan D., Lora F., Ella and

* Mr. Paine is not responsible for the remaining portion of this chapter.—Ed.

James E., who was lost at sea. Mr. Allen was married again in 1882, to Mary E. Phillips. Mr. Allen's grandfather, Seth Allen, was a revolutionary soldier. He was discharged in New York at the close of the war and walked home, with the other privates, arriving before the officers, who rode their horses. Mr. Allen has the wills of his father, grandfather and great-grandfather. John Allen gave five acres each, under and around their several dwelling houses, to his four sons: William, Seth, Paine and Elisha.

Mark Allen, the carpenter, born in 1846, is a son of William and Marana (Small) Allen, and grandson of William and Tabitha (Kelley) Allen. Since October, 1886, he has had charge of the Harwich town farm. He was married in 1876, to Lizzie, daughter of James Scott.

Joseph N. Atkins, son of Prince and Betsey (Nickerson) Atkins, and grandson of Thomas and Tabitha Atkins, was born in 1844. He fellowed the sea from 1855 to 1879, and since that time has been engaged in cranberry culture. He was married in 1869, to Clara, daughter of Alvin and Clarissa (Young) Cahoon. They have two children: J. Berlie and Alice May.

James C. Baker, born in 1860, is a son of James, grandson of James and great-grandson of Anthony Baker. Mr. Baker is a machinist by trade. He opened a grocery store at North Harwich in 1886, and since 1888 he has been the postmaster there. He was married in 1886, to Annie L. Taylor. Their son, Benjamin, was born in 1887.

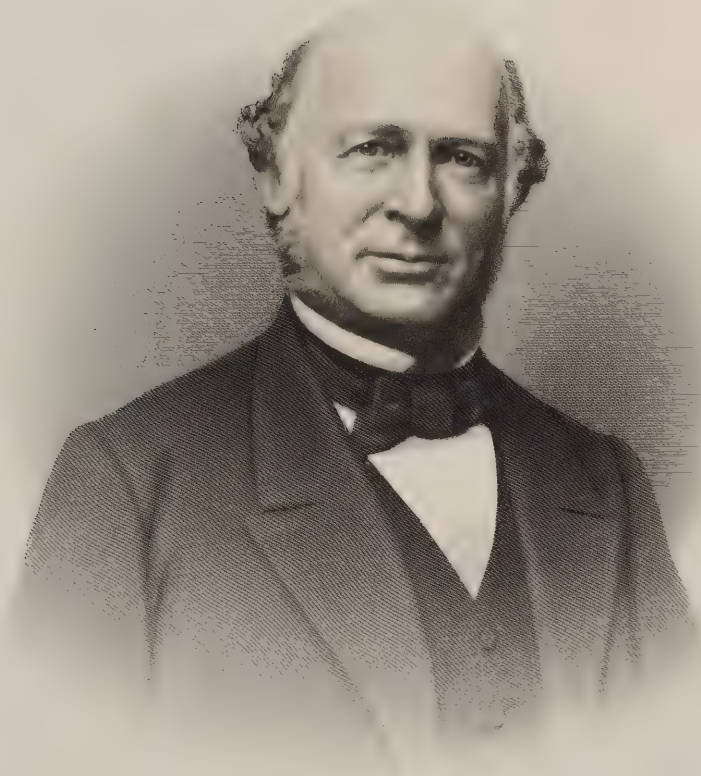
Joseph G. Baker, born May 23, 1842, is a son of Joseph O. and a grandson of Joseph, whose father was Anthony Baker. Mr. Baker has been a mariner since 1856, and since 1863 has been master. He was married in 1869, to Abbie F. Nickerson. They have five children: Orlando N., Abbie S., Josephine R., Phineas O. and Walter N.

Ozias C. Baker was a son of Isaiah and grandson of Isaiah Baker. He was married to Data K., daughter of Elijah Chase. She died in 1886, leaving one son, William P., born June 13, 1866, married in 1885, to Lura B. Bisbee, and has one son, Ozias C., jr.

Theophilus B. Baker, born in 1830, is a son of Joseph and Catherine (Ellis) Baker, and grandson of Anthony Baker. He was a mariner from the age of eleven to thirty-six years. He was married in 1852, to Camelia H. Allen. They have two children: Theophilus B., jr., and K. Florence.

Alvin N. Bassett, son of Ephraim and Reliance (Nickerson) Bassett, and grandson of Daniel and Joanna Bassett, was born in 1836. He followed the sea until 1878, and has since been engaged in cranberry culture. He was married in 1858, to Emily, daughter of Patrick F. Cahoon. They have one son, Alvin H., who has been postmaster, station agent and merchant at Pleasant Lake since 1883.

John F. Bassett, son of John A. and grandson of Josiah Bassett,



Oliver Brooks Jr

was born in 1856. He has been carpenter for the Old Colony Railroad Company for two years. He was married in 1878, to Deborah, daughter of Carmi H. and Deborah Ann (Bassett) Nichols, who died in 1862. They have one daughter, Sarah J. Mr. Nichols married for his second wife Susan S., daughter of Josiah Bassett, jr. Mr. Nichols went to sea until 1872. Since 1873 he has been carpenter for the Old Colony Railroad Company.

Benjamin F. Bee, son of Isaac and Mercy (Nickerson) Bee, and grandson of Isaac Bee, was born in 1825, and is a machinist by trade. In 1866 he built a shop near his residence. He has made several important inventions, such as the safety section boiler, the relief tap, universal button fastener, a cranberry picker, and others. He was engineer in the Union navy from 1862 to 1865. He was married in December, 1848, to Amelia S., daughter of Zebina H. Small. They have had three children: Isaac N. (deceased), Benjamin F., jr., and Amelia S.

Henry C. Berry, born in 1833, is a son of James and Basheba (Nickerson) Berry, and grandson of Judah Berry. He began going to sea in 1842, continuing until 1885, and was master twenty-six years. He was married in 1884, to Mrs. Marinda N. Berry, daughter of Freeman Smith.

OBED BROOKS, JR.—Beriah Broadbrooks, the ancestor of the Broadbrooks and Brooks family, was a settler after 1700. He was twice married. His first wife was Abigail Severance, daughter of Joseph and Martha Severance, to whom he was married November 17, 1700. She died about 1742. He died after 1762. He had, it is certain, nine children, viz.: John, Martha, Joseph, Beriah, Maria, Ebenezar, William, Desire and Mary.

Ebenezar Broadbrooks, the son, born in 1717, married Lydia Smalley, daughter of Jonathan and Damaris Smalley, in 1747, and settled upon the spot where the house of the late Ezekiel Wentworth stands, where his father Beriah had resided. He removed in the latter years of his life to the house of his son, Ebenezar, standing a few rods eastward of the Brooks' mansion, on the south side of the road, where he died in the eighty-sixth year of his age, April 20, 1802. His wife, Lydia, died March 3, 1802, in her seventy-eighth year. They were both members of the Congregational church, he uniting in 1766, the first year of Mr. Mill's pastorate. He had six children; Hannah, who married Daniel Chase; Ebenezar, born December 19, 1750; Eleanor, who married Benjamin Hall; Lydia, who married Nathaniel Robbins; Nathan; and Sylvia, who married first Nehemiah Nickerson, and 2d Benjamin Nickerson.

Ebenezar Broadbrooks, the son of Ebenezar and Lydia Broadbrooks, born in 1750, was a man of prominence. He was selectman

of the town twenty years, representative six years, justice of peace twenty-five years, postmaster sixteen years, and parish clerk and treasurer many years. He married Tamesin Hall, daughter of Seth and Elizabeth Hall, February 2, 1775. He first resided on the south side of the road where his father died; but building a house on the opposite side of the road, upon the farm he purchased of Samuel Ellis in 1798, he there resided until his death, which took place February 4, 1828. His wife, Tamesin, died January 1, 1828. Mr. Broadbrooks and family took the name of Brooks by legislative enactment in 1806. He was the principal merchant in town for many years before 1800. His children by wife, Tamesin, were: Naomi, who married Calvin Gifford; Ruth, who married John Hall; Obed; Roxana, who married Ebenezar Weekes, jr.; Asenath, who married Levi Snow; Tamesin, who died unmarried in 1807; Lucy, who married Enoch E. Harding; Ebenezar; Seth; and Sabra, who married Benjamin K. Hall.

Obed Brooks, son of Ebenezar and Tamesin Brooks, was born January 27, 1781, and married for his first wife, Sally, daughter of Ebenezar and Barbara Weekes in 1807. She died December 21, 1836. He married for his second wife, Asenath, widow of Captain Theophilus Burgess, June 23, 1839. He died August 4, 1856. His children by wife Sally were: Sidney, born November 14, 1807, died July 11, 1809; Obed, born August 21, 1809; Roxana, born March 5, 1811, married Stephen G. Davis; Sidney, born April 5, 1813, who married Susan S. Whittaker, and died in Boston, March 25, 1887; a daughter January 10, 1816, died January 24, 1816; Harriet N., born May 10, 1817, died April 3, 1876; Tamesin; and a son, Gem, born February 3, 1821, the latter of whom died soon; Henry Cobb, born May 16, 1824, died in Boston, May 28, 1886, a well known merchant; Sarah Godfrey, born January 27, 1827; and a daughter born November, 1832, who died soon after. By his second wife, Asenath, he had one son, Horace, who was lost at sea while master of the bark *Aurelia*, in 1874, leaving a wife and children. Of the members of Mr. Brooks' large family only Miss Tamesin and Sarah G. Brooks survive. Like his father, Mr. Brooks was a man of prominence. He held many official positions in the town and county. He was town clerk and treasurer twenty-six years, postmaster from 1821 to 1856, justice of the peace thirty-five years, and many years inspector of the port of Harwich. He was county commissioner from the establishment of the office in 1828 to 1837. Mr. Brooks and wife, Sally, were both members of the Congregational church. In politics he was of the Jeffersonian school, as was his father.

Obed Brooks, son of Obed and Sally Brooks, whose engraved likeness appears on the opposite page, was born in Harwich, August 21, 1809. Deciding upon entering the mercantile business, he went to

Boston in April, 1826, and entered as a clerk, the store of Thompson & Willey, No. 57 Long wharf. With them he remained until 1830, when he became a deputy wharfinger, on Long wharf, under Elijah Loring. Here he remained until 1831, when he entered business at No. 57 Long wharf, with Thomas Rand, under the firm of Rand & Brooks. They dissolved partnerships in 1833, when Mr. Brooks returned to his native village, and entered his father's store, and commenced business under the firm of Obed Brooks & Co. He relinquished the business in 1856, to become the cashier of the Bank of Cape Cod, just established, and also treasurer of the Cape Cod Five Cents Savings Bank then going into operation. Mr. Brooks retired from his position in the former, which had now become the Cape Cod National Bank, in 1865, and from his position in the latter in 1880. He was appointed one of the commissioners to examine Cape Cod harbor in 1852, and the same year by Governor Boutwell, was appointed commissioner of the Mashpee Indians.

He was elected in 1852 town clerk and treasurer, but held the offices only one term. He was postmaster four years, succeeding his father in 1854. He held the offices of justice of the peace and notary public many years. He was the efficient clerk and treasurer of the Congregational society for nearly a quarter of a century. In all the movements for public improvements in the town he took an active part. The erection of the church edifice in the village, in 1832, and its renovation in 1854, the establishment of the two banks in 1855, and the extension of the railroad from Yarmouth were largely due to his influence, and determined and persistent effort.

He married for his first wife Miss Clementine Guigon, daughter of Peter Guigon at Boston, January 22, 1836. She was a native of Montauban, France. She died at Harwich, June 14, 1847. For his second wife, he married Susan Dodge of Harwich, daughter of Dr. Franklin Dodge. His daughter, Mary Frances, born September 13, 1837, married Rev. James McLean in 1864, and died in the same house in which she was born, October 9, 1887, leaving five children: Helen C., James Walter, Henry B., Lewis G. and Ralph D. Mr. Brooks died November 18, 1882.

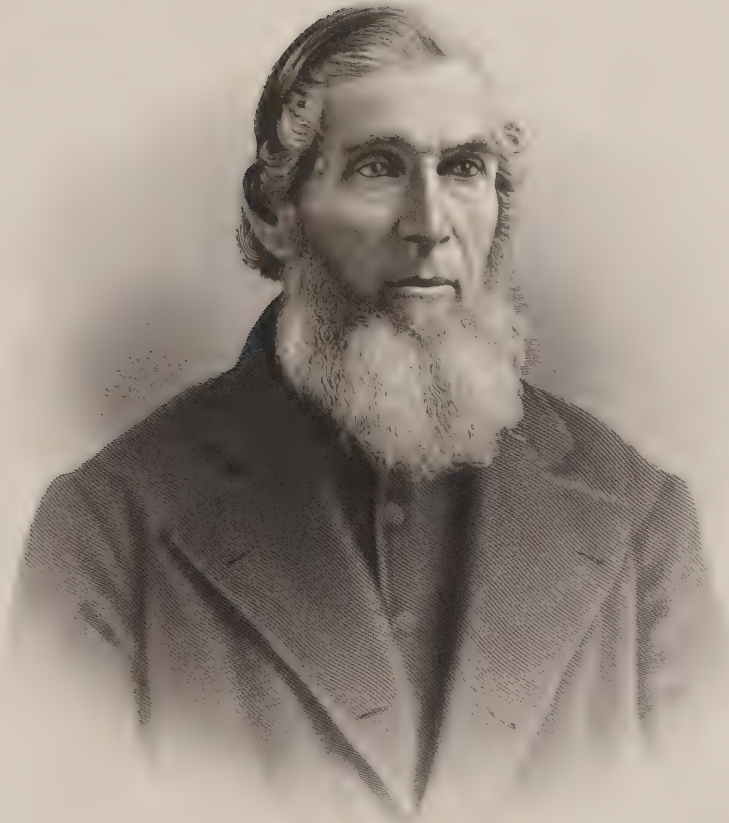
Freeman E. Burgess, son of Freeman E. and Theresa (Small) Burgess and grandson of Michael Burgess, was born in 1836, and began going to sea at the age of seven years. From 1857 to 1879 he was master mariner. He was married in 1857 to Laura F., daughter of Joseph C. and Betsey Berry of Harwich.

Rufus P. Butler^a was born in 1843. He is the eldest son of Lorenzo^r and Mary Ann (Pease) Butler and grandson of Freeman^a (Daniel^a, Gamaliel⁴, John³, Captain John², Nicholas Butler¹). Mr. Butler followed the sea from 1857 to 1887 in the fishing and merchant

service, excepting three years (1864-5-6), when he was in the United States navy. Since 1887 he has been a fruit grower and farmer. He was married in 1873 to Huldah P., daughter of Isaac G. and Huldah Eldridge. Their daughter is Sarah E. S.

CYRUS CAHOON, Esq., whose engraved likeness is presented on the opposite page, was born in the eastern part of Harwich January 21, 1810. His business career was commenced on the seas at the age of eleven years. By activity and perseverance he soon rose to the command of a vessel, but after many years in seafaring business he retired and engaged in business at home, in which he has been very successful. The cranberry culture has engaged his attention since 1847, the year in which he began to set vines, and by close attention he has become one of the most successful cranberry growers in the county. Besides attending to his cranberry land he has found time to devote his attention to other affairs. He was for many years in the wood business, a number of years an auctioneer, real estate agent and justice of the peace, and was for twenty-one years officially connected with the Cape Cod Five Cents Savings Bank. He was one of the commissioners appointed in 1871 to examine and define the boundaries of all lands rightfully held by individual owners in the town of Mashpee, and properly describe and set forth the same in writing, with authority to divide and sell at public auction the common lands, excepting meadow and hay land; also one of the commissioners appointed in 1878 to divide the proceeds of the sale of public lands of said town among those entitled to the same, and also one of the commissioners appointed in 1882 to divide the meadow and hay ground among those desiring portions, and sell the remaining portion at public auction, and divided the proceeds among those entitled to receive the same. He has now retired from business life, in which he has been so long actively and successfully engaged.

Mr. Cahoon married Lettice Cahoon, daughter of James and Lettice (Bassett) Cahoon, July 20, 1830. To them have been born nine children, viz.: Cyrus, who died in infancy; Lettice M., born July 26, 1833, who married Joshua Maker; Cyrus C., born October 24, 1835, who married Mary Walker of Brewster November 28, 1856; Cyrenius B., born November 30, 1837, who married Lucy F. Snow of Brewster, and died January 1, 1860; Clement A., born May 25, 1839, who married Emma L. Rodman, July 31, 1865; Chester F., born January 29, 1841, who was lost overboard from the ship *Amos Lawrence* off Cape Horn, October 18, 1860; Letitia P., born March 21, 1845, and Lucretia D., born June 19, 1848, who married Paddock Small, April 7, 1880, and died June 29, 1889. Mrs. Cahoon, the mother, born January 9, 1808, and the only living member of her father's large family, yet survives in feeble health.



Cyrus Cehvon

Mr. Cahoon is descended from William Cahoon, an early settler of the town, who resided near or on the spot where the house of the late Allen Kenney stood, and who died in 1768, leaving his wife Sarah and five sons and four daughters. His youngest son, Reuben, born about 1737, had two sons, Jesse and John. Jesse Cahoon, his son, born March 10, 1763, married Thankful Bassett of Chatham in 1781, by whom he had seven children. After her death he married the widow of his brother John, and resided in South Barnstable, where he died in June, 1830. His second son, Simeon, born January 14, 1785, married Priscilla Linnell, daughter of Thomas of Orleans, January 21, 1802, and had seven children. Their third child and second son is the Cyrus Cahoon of this sketch.

Emulous A. Cahoon, born in 1848, is a son of Alvan and grandson of James and Lettice Cahoon. He has three brothers and one sister: Samuel S., Benjamin G., James F. and Clara. Mr. Cahoon followed the fishing business until 1876, and since then has been engaged in cranberry culture. He was married in 1876, to Lucy F., daughter of Eben Eldridge, jr. They have two children: Eva A. and Herbert R.

Patrick H. Cahoon, born in 1843, is a son of Patrick F. and Anna (Small) Cahoon, and grandson of James Cahoon. Mr. Cahoon is engaged in cranberry culture and land surveying. He married Eliza K. Paine, who died leaving two children: Clenric H. and Oscar J. His second marriage was to Carie A. Woodward. They have two children: Harry S. and Eliza E.

JOB CHASE.—This family name, originating in this country with William Chase of Yarmouth, in 1640, has been prominent in every industry of the Cape. We find one Job Chase a settler in the southwest part of Harwich soon after the middle of the last century, owning the entire tract of land from the river near the present Erastus Chase's store, westward to the Dennis line. Here he reared a large family and here he died at the advanced age of ninety-seven years. He was actively engaged in fishing and agriculture, leaving to his posterity an ample inheritance and those peculiar business traits that have been so marked in the lives of his descendants.

Job Chase, the subject of this sketch, was one of his sons. He was born August 8, 1776, at the ancestral home, near which, on the west bank of the river, he subsequently reared a home, where he died January 12, 1865. The limited means for obtaining an education in his boyhood were scarcely improved when he embarked upon his business career, in which he must rely upon a retentive memory and a keen perception for his measure of success. He engaged in a fishing and mercantile business in which he attained a

high point among those of the south shore, owning the controlling interest in as many as fifteen vessels at a time. In 1831 he erected, on the river, a store which was used by him and his sons until a few years ago, and in this he kept the first post office of West Harwich. In 1842 he built the wharf which is still in use, and also built the schooner *Job Chase*, of eighty-five tons, from timber cut upon his own lands, lands now robbed of their trees, but where, before his time, his father, Job, had also cut the timber for vessels which he built there. Other vessels were built for his use at Hamden, Me., and at Dartmouth. In his fishing business he fitted out a large fleet.

He was largely interested in public affairs, also in affairs of the church, and in both was an important factor. He served his town as a selectman, and was a representative from Harwich in the legislature. In the erection of the West Harwich Baptist church he was a large contributor, continuing substantial material and spiritual aid during his life. He was one of the original stockholders in the old Yarmouth bank, and was among the foremost in all the public enterprises of his day, giving employment to a large number of men in building up the interests of West Harwich. In his death the town sustained a severe check to its growing business and a great loss in its social and religious circles.

He was first married to Polly Eldridge, who died May 26, 1816, leaving nine children:

Hope, born May 4, 1797, married Isaiah Baker of Dennis, and had nine children: Isaiah, David, James, Ozias, George, Mary, Maria, Sarah and Daniel W. Of these Isaiah, James and Sarah are dead.

Job, the eldest son, born January 12, 1799, married Hannah Nickerson, and as a shipmaster was lost at sea, leaving two children: Job and Ellen, the latter only surviving.

Jonathan, born October 14, 1800, married Hannah Burgess, and while acting as master was lost at sea, leaving four children: Jonathan, Rebecca, Phoebe and Mary, the last two surviving.

Sears, who was born August 2, 1802, married Ann Knowles, and as master was lost at sea, leaving a daughter, Ann, who, with her mother, long ago departed this life.

Ozias, the fifth child, born January 22, 1804, was lost at sea while in command of a vessel.

Whitman, born August 20, 1806, was also lost at sea.

Darius, born November 11, 1808, married Annie Meriman. He and his wife, with their children, Darius and Lilla, now reside at West Harwich. He is by occupation a restorer of oil paintings.

Ziba, born May 12, 1811, became a mariner, and was lost at sea.

Judah E. was born March 6, 1813. He married Emily Fish, and is a retired merchant of Harwich. Their only child is Frederick W.



Job Chazy

For his second wife Mr. Chase married Phebe Winslow, who died August 25, 1839. Their children were: Joseph W., Alfred, Mary E., Joshua S., Erastus, Joshua S., Caleb, and a daughter who died in infancy. Mr. Chase was again married, his wife being Eunice Drurey, who died in 1863. The succeeding seven paragraphs include brief histories of the children of the second marriage.

Joseph W., born May 5, 1817, married Rose Kelley, and resides at West Harwich. He chose the occupation of a farmer, in which he is prominent. His only child is Phebe W.

Alfred was born March 28, 1819, and married Azubah Taylor. Of their five children, Cora, Helena and Emma survive; the deceased are Eunice the eldest, and Alfred the youngest.

Mary E., born April 27, 1822, married Captain George Nickerson, now a retired sea captain of South Dennis. Their children are: Erastus, Phebe W., George and Arthur, their daughter Nellie having died young.

Joshua S. was born June 23, 1724, and died in boyhood, the parents perpetuating the name by conferring it upon a later born son.

Erastus, born May 29, 1826, married Sarah Abbie Trevette, and of their four children Frank E. and Herbert T. survive, and reside at Grand Rapids, Mich. The second son, Job, died in infancy, and the third son, also named Job, died quite young. Erastus Chase is in mercantile business at West Harwich near Herring river—a continuation in part of his father's business—having kept the post office twenty-four years and acted as deputy collector of internal revenue a period of four years.

Joshua S., born February 24, 1830, married Abbie E. Fish, and has had two children—Lizzie and Willis, the latter now deceased. Joshua S. Chase originated the manufacturing firm known as the Union Paste Company of Boston, which is continued by his son-in-law, Anthony Kelley. The wonderful fish product called Chase's Liquid Glue has become celebrated.

Caleb Chase, the youngest survivor of the seventeen children of Job Chase, whose portrait appears here, was born December 11, 1831. He married Salome Boyles, and not content with the opportunities offered in the business of his ancestors, at the age of twenty-three went to Boston, where he entered the employ of Anderson, Sargent & Co., a leading wholesale dry-goods house. He traveled in the interests of this house on the Cape and in the West until September, 1859, when he connected himself with the grocery house of Claflin, Allison & Co., which connection was severed January 1, 1864, and soon after the firm of Carr, Chase & Raymond was formed. In 1871 the firm of Chase, Raymond & Ayer was organized, which existed until 1878, when the present firm of Chase & Sanborn commenced

business. Mr. Chase is now the head of this house, than which save one other, there is no larger concern in the coffee trade in America. They have branch houses in Montreal and Chicago. He owns the homestead at West Harwich where his summer vacations are spent.

Wilson W. Cole, son of Daniel and Mercy (Higgins) Cole, was born in 1844 in Eastham, and is a blacksmith by trade. He has owned and run a blacksmith shop at Harwich Port since 1870. He was married in 1869, to Hannah M. Flinn. They have two children: Ernest L. and Alton S.

William F. Crapo, born June 28, 1848, in New Bedford, Mass., is a son of Squire G. and Hannah (Devoll) Crapo, and grandson of John Crapo, of Fall River, Mass. Mr. Crapo came to Harwich, July 8, 1865, where he has since dealt in old iron and paper stock. He was married January 28, 1868, to Mrs. Mary C. Crowell, daughter of Seth Cahoon, who was a son of Seth and grandson of Seth Cahoon. They had one son, William F., jr., who died.

Henry T. Crosby, born in 1845, in Orleans, is a son of Joshua and grandson of Joshua, who was a naval officer in the war of 1812, and was with Commodore Perry at Lake Erie. He was with Commodore Hull when he took the *Guerriere*, and also with him when chased by the British fleet off the coast of New Jersey. Mr. Crosby's mother was Thankful, daughter of Abijah and Thankful Baker, of Orleans. Mr. Crosby opened marble and granite works at Harwich in 1873, having been a marble and granite worker for seven years prior to that time. He was married in 1870, to Eliza D. Snow. They have three boys: Wilfred H., Bertram D. and Orwell S.

Anthony S. Crowell^e, born in 1837, is a son of Gross^s (Solomon^t, Gross^s, Jabez^s, John Crowell^t). Mr. Crowell followed the sea as a fisherman for twenty-five years prior to 1874. He is now engaged in cranberry culture. He was married in 1858, to Senora, daughter of Bangs Nickerson. They have three children: Anthony E., Senora E. and Everett L. They lost one.

Sheldon K. Crowell, born in 1837, is the only surviving child of Sheldon, and grandson of Shubael Crowell. His mother was Cordelia Kelley. He has been engaged in the mercantile trade since 1862. Prior to that he followed the sea. He was married in 1858, to Thankful B. Allen. Their children are: Joseph A., Ella K. and Ada S.

NATHANIEL DOANE, ESQUIRE.—This is a family name which for more than two hundred years has frequently recurred in the civil, business, political and ecclesiastical history of southeastern Massachusetts. In the old town of Eastham lived Dea. John Doane, and there he died in 1686, at the age of ninety-six years. Branches of this family are found in the early history of the towns from Truro to Falmouth, and the name at least is still more widely represented in other parts of New England.



Nathaniel Doane

The children of Dea. John Doane, so far as is known, were: John, Daniel, Lydia, Abigail and Ephraim. The second of these, Daniel Doane, was born in 1636, and until his death, December 20, 1721, resided in that part of Eastham which is now Orleans. He was twice married, and reared sons and daughters. He bore, as his father had, the title of deacon, and after him his son Joseph, who was born in 1668, received the same insignia of ecclesiastical prominence. This Deacon Joseph married Mary Godfrey, January 8, 1690, and for his second wife Desire Berry, in 1727. He settled in what is now Orleans, where he was a distinguished man in the affairs of town and county, and where he died July 27, 1757. To trace all his descendants through his twelve children would be foreign to our present purpose, but to that line which is now known in Harwich, where the family name is represented, more than a passing mention should be given. His son Elisha, born February 3, 1705-6, married Elizabeth Sparrow, March 14, 1732-3, and removed to Harwich about 1746. He resided southeasterly from the dwelling house of Captain Nathaniel Doane, near the west side of the lowland. He occupied public positions in Harwich, was selectman and parish assessor a number of years, and died, "much lamented," of a fever, August 1, 1765, aged sixty years. He had six children.

Elisha Doane, his only son, born in Eastham September 9, 1744, married Mehitable Nickerson, October 18, 1764, and died December 26, 1805. He was the grandfather of the three Doane brothers, Valentine, Nathaniel and Abiathar, who represent the oldest surviving generation in the town of Harwich. Their father, one of the seven children of Elisha Doane, was Nathaniel Doane, who was born August 13, 1781, and married Mary Paine, daughter of Nathaniel and Sally Paine, December 25, 1803. He was a master mariner in early life, and held the offices of selectman and justice of the peace, and died July 24, 1866. His wife died October 17, 1871, aged eighty-eight. Their children are: Valentine, born July 20, 1804, married Lydia Nickerson; Mehitable, born September 21, 1806, married Cyrus Weekes, September 25, 1826, and died August 31, 1877; Sally Young, born November 17, 1808, married Isaiah C. Kelley, January 24, 1833; Mary, born March 3, 1813, married Nehemiah D. Kelley, October 8, 1832; Elbridge G., born September 20, 1813, married Temperance Kelley, October 8, 1835; Nathaniel, born February 1, 1816; Priscilla, born May 14, 1818, married Anthony Kelley, jr.; Abiathar, born August 16, 1820; Eglantine, born November 1, 1822, married Benjamin F. Chase, April 30, 1843.

The family name has been thus perpetuated through generations which have each in turn maintained it as it came to them, and these of to-day are transmitting it to their children, all descendants of Dea. John Doane, of Eastham.

Nathaniel Doane, born February 1, 1816, whose likeness and autograph appear on the opposite page, is a well known and respected citizen of Harwich. He received his education in the public schools of his neighborhood, and went to sea at the age of sixteen years. He soon rose to the command of a vessel, and continuing in the coasting trade, winters excepted, until 1860, he retired from sea life altogether, and commenced the culture of cranberries, in which he is now quite actively engaged. During his business career on the sea, he found time, besides teaching winter schools, which he did for twelve winters, to serve his townsmen in the legislature and on the school board. In 1850, while at sea, his political friends of the whig party, well assured of his ability to represent his town in the legislature, elected him a representative, and he took his seat in the house of 1851, which was distinguished for its able members, and memorable on account of the part it took in the election of Hon. Charles Sumner, the coalition candidate for United States senator, after a long contest in the face of determined opposition. He was elected to the house of 1852, and again to the house of 1853, thus serving three consecutive terms. In 1858 he was again brought forward for legislative honors by the republicans, and elected representative from his district, which embraced the towns of Yarmouth, Dennis, Harwich and Chatham, and took his seat in the legislature of 1859. He has held the office of commissioner to qualify civil officers, and has been a justice of the peace for more than forty years. In ecclesiastical matters he has taken a deep interest. He has been clerk and treasurer of his parish sixteen years. He is a member of Pilgrim church, Harwich Port, and has been one of its deacons since its organization in 1855.

Mr. Doane married Mrs. Zilpha Harding, of Maine, widow of Joshua Harding, and daughter of Nathan and Mary Doane, and granddaughter of Bangs Doane, in 1862, and has three children: Mary L., born September 10, 1863; Nathaniel, born September 25, 1865; and Jennie B., born October 18, 1869. The son, Nathaniel, was married June 26, 1889, to Ella F. Brigham, of Manchester, N. H., where they now reside. Mrs. Doane, by her former husband, has one son, Joshua Orlo Harding, born November 7, 1850, married Emma L. Hall, and resides in Boston.

VALENTINE DOANE, of Harwich Port, is the brother of Dea. Nathaniel Doane, to whose biography the reader is referred for the ancestry of the subject of this sketch. He was born July 20, 1804. At the age of fourteen he commenced life on the sea and at his majority was in command, which position he continued very successfully, in various vessels, for the ensuing twenty years.

He was married January 25, 1827, to Lydia Nickerson, who died March 22, 1880, aged seventy-one years, eight months and ten days.



RESIDENCE OF VALENTINE DOANE, JR.,

Harwich Port, Mass.

Their children were: Lydia N., Valentine, jr., Julia F., Irene T., Ambrose N., Eglentine, Enos N., Celia F. and Harrison N.

Lydia N., born October 20, 1829, married Edwin R. Chase, December 11, 1849, who died leaving two daughters, one of whom is still living, and is the wife of Willis G. Myers, and has two children. Mrs. Chase subsequently married Dr. C. M. Hulbert, of South Dennis, and died in 1885.

Valentine Doane, jr., born April 17, 1833, spent a few years in early life on the sea, and at seventeen entered the store of his father, where he continued seventeen years. He served as justice of the peace twelve years of this time, and declines further office. He is now engaged in cranberry culture, and is general agent of the Acme Heel Trimmer Company. He was married June 19, 1856, to Susan M., a daughter of Shubael and Sarah (Kent) Kelley, born at Eaton, Madison county, N. Y., April 25, 1805, and was a descendant of that illustrious family. She was born July 7, 1836. Their children are: Victoria A. and Frederick V. Victoria, born March 16, 1858, married December 7, 1880, Edward C. Matthews, of Portsmouth, N. H., and has four children.

Mr. Doane's third child, Julia F., was born May 22, 1835, and died May 7, 1839.

Irene T., born July 23, 1837, married Emulous Small, November 12, 1856, and resides in the same village with her father and brother.

Ambrose N. was born November 22, 1839, and married Martha S. Foster, November 24, 1860.

Eglentine, born April 24, 1842, was married January 8, 1863, to Thomas A. Nickerson, and their children are: Adison D., Thomas H., Ambrose N. and Eglantine.

Enos N., born January 5, 1846, died September 14, 1847.

Celia F., born May 17, 1848, was married December 16, 1880, to Frank T. Spencer.

Harrison N., born May 19, 1851, died March 6, 1853.

On the 26th of January, 1881, Valentine Doane, the subject of this sketch, married Mrs. Charlotte E. Long, daughter of Rev. J. R. Munsell, and is spending the evening of his active life in his pleasant home in Harwich Port. But few have been more conspicuous in business affairs and the building up of his community. As early as 1828, under Governor Lincoln, he was appointed captain of state militia, was for fifteen years director of the Harwich and Dennis Marine Insurance Company, and was president of the Harwich Marine Insurance Company during its existence. He was a director in the County Insurance Company for thirty years, and during the twenty-five years he was a director of the National Bank of Yarmouth he was seldom absent from the weekly meetings. In 1845 he commenced the fishing business

as owner and outfitter, which he continued many years, and has thus been identified in the welfare of the village in its every relation.

CAPTAIN ABIATHAR DOANE.—The careful reader of the two preceding articles already knows how the Doane family of Harwich have descended from the sturdy deacon who, in 1644, planted the family tree in old Eastham, and at page 871 the name Abiathar appears as the youngest son of Nathaniel and Mary (Paine) Doane, born August 16, 1820. His birthplace is the old homestead near which he now resides, and from which he went out to get, at school and at sea, his education. At the age of fifteen he commenced coasting, and the year that he attained his majority he had the command of a vessel destined for Chagres, South America, from whence he carried a load of passengers to Kingston, Jamaica. After the first voyage as master he owned more or less interest in the vessels he commanded, and for twenty-five years he continued in foreign voyages, without accident, never during the time calling upon the underwriters for a dollar's damage. He was at Galveston, Texas, when the confederates hauled down the stars and stripes, and those on board his vessel heard his loyal prophecy: "That flag will have its resurrection." He assisted in the war of the rebellion, and among other important commissions entrusted to him was the transportation of the gun known as *The Swamp Angel*, which, with a load of stores for the government forces, was carried from New York to South Carolina. In 1866 he left the sea, but kept an interest in coasting and fishing vessels until a few years ago.

Captain Doane was married May 23, 1845, to Abigail, daughter of Edward and Abigail Sears. Their children are: Abiathar Doane, jr., of Chelsea, who married M. Louisa Robinson, and has one son, Carlton; a daughter, Abigail B., who, after completing her school education, became proficient in music, and began teaching with great success in Harwich and adjoining towns, continuing the study of music and harmony and acting as organist in the Catholic church at Woods Holl, still living at home with her parents; and another daughter, Priscilla S., who married George R. Fogg of Boston, and whose children are Catherine and Preston Fogg. Mrs. Doane died July 20, 1855, and May third of the following year the captain married Mercy C. Rogers, daughter of David Eldridge of Chatham. She lived until October 10, 1862, when she died in New York. Their children, Mercy Louisa and Arthur F., died in infancy. The present Mrs. Doane—married April 10, 1863—is Josephine, daughter of Paul Higgins of Orleans, and their four children were: Paul Doane, now at Milford in the employ of Swift Brothers; Ralph W., with the electric light company, Boston; Lillian Josephine, with her parents at home, and Irene Thacher, who died September 9, 1884, aged nine years.



Abiathar Doane

In 1847 Captain Doane purchased the acres of his present homestead, erecting the residence, which he has at times added to and remodeled into its present form of convenience and beauty. Before he left the sea he began the culture of cranberries, and now, with nine acres under the best of cultivation, he is ranked among the successful growers. When he had his first plants set he departed widely from the custom of the day, and was laughed at for his pains, but his plan has been followed by all successful growers. The idea of setting out large hills, eighteen inches apart, he condemned, and was the first to set only two or three sprigs in a hill, placing the hills much closer together. He was the first to make a specialty of the cultivation of early black, and has no other. He has largely sold and introduced this vine.

His life long interest in the affairs of the town and the Commonwealth, has never degenerated into a selfish thirst for official honors, nor diverted his attention from his own legitimate vocations. He has served in arbitrations and was elected to the legislature in 1866, which term he filled so acceptably that he was reelected for 1867 without opposition. He attends the Congregational church and renders aid to its support. His energy and caution, that made him successful on the sea, are his leading traits, through which in affairs on land his success is also assured. He has through life carried just sail enough to produce the most satisfactory results, while in his private life, where beauty or deformity of real character become most conspicuous, Captain Doane of Harwich is not found wanting.

Alliston S. Doane, son of Freeman and Azubah (Cole) Doane, and grandson of Lewis Doane, was born in the town of Orleans in 1858, and has been a harness maker at Harwich since 1881. He was married in 1882 to Lelia Maker. They have one son, Arthur P.

Anthony P. Doane, born in 1839, is a son of Calvin⁶ (Elisha⁵, Elisha⁴, Elisha³, Joseph², Daniel Doane¹). His mother was Bethany (Phillips) Doane. He has been master mariner since 1858, and since 1879 master of a steamer. He was married in 1867 to Rosealtha, daughter of Joseph and Betsey Snow. Their only daughter is Alice (Mrs. W. E. Keach).

Daniel Doane, son of Josiah, and grandson of Daniel Doane, was born in 1821, and went to sea from 1831 to 1875. He was master from 1846 until he retired on account of his health. He was married in 1847 to Hannah P., daughter of Isaac Kelley. They have one son living, David K., and have lost five children.

Joshua Doane, son of Josiah and Amy (Wixon) Doane, was born in 1824. He was a mariner from 1834 until 1888, and became master of a vessel at the age of twenty-one. He was married in 1845 to Eliza A. Baker, by whom he had two children; Mary E. and Eliza A., who

died. His second wife, was Lizzie A. Their children were: Linwood F., Joshua F., Allen C. (deceased), Robert M., Lizzie M., Charles H. and Chester.

Lewis B. Doane, son of Uriel and Susan (Berry) Doane, and grandson of Joseph Doane, was born in 1838. He began going to sea at twelve years of age, and has been master mariner since 1861. He was married in 1862 to Araminta D., daughter of Isaac and Mercy (Nickerson) Bee. They have children: Mercy B., Lillian and Lewis B., jr.

Uriel Doane; born in 1866, is a son of Uriel, grandson of Joseph, and great-grandson of Elisha and Mehitabel (Nickerson) Doane. Mr. Doane went to sea from 1852 until 1882, as master twenty-three years. He was married in 1860 to Didama, daughter of Isaiah Kelley.

John H. Drum, son of Patrick and Ann (Clarking) Drum, was born in 1855. He has devoted considerable time to agriculture, and has kept a livery stable at Harwich since 1874. With his sister, Adelia M., he occupies the homestead of their father.

Joseph N. Eldridge, born in 1838, is the youngest son of Isaiah and Rebecca (Davis) Eldridge, grandson of Isaiah and Tamsen (Cahoon) Eldridge, and great-grandson of Thomas and Sarah (Gage) Eldridge. Mr. Eldridge followed the sea from 1847 to 1883, and has been engaged in the butter, cheese and lard business for three years. He was married in 1865 to Martha W., daughter of Nathan and Esther (Eldridge) Nickerson.

Rinaldo Eldridge, born August 23, 1838, is a son of Isaac G., grandson of Samuel and great-grandson of Bangs Eldridge. Mr. Eldridge worked as a carpenter in early youth, then kept a stable in Boston, later kept store at Harwich, and in 1880 he opened the Sea View House at Harwich Port, which he has since conducted. He has been twice married. By his first wife he had a son who died in infancy. By his present wife he has two daughters: Bertha Rinal and Hilda Ophelia.

Thomas R. Eldridge, born in 1853, is a son of Benjamin W., and grandson of Elijah Eldridge. His mother was Caroline, daughter of Laban Snow. In 1876 Mr. Eldridge engaged in the wholesale hay and grain business in Harwich as a member of the firm of Bakers & Eldridge. In 1880 Mr. Eldridge bought out the two Mr. Bakers, and since that time has continued the business alone. He was married in 1887 to Emma W., daughter of Watson B. Kelley.

William M. Eldridge, born in 1829, is a son of Samuel and Lydia (Tripp) Eldridge, and grandson of Isaac Eldridge. Mr. Eldridge is a painter by trade. He was married in 1851 to Hannah A., daughter of Jacob Crowell. Their two sons are: William A. and Jerry A., who keeps an apothecary store at South Harwich, and is a member of the class of April, 1890, in the Boston College of Physicians and Surgeons.

Zenas D. Eldridge, born in 1814, is a son of Zenas and grandson of Nathaniel, who was taken prisoner by an English man-of-war in the revolution, and was detained two years. His father was Jehosaphat Eldridge. Mr. Eldridge went to sea from 1828 to 1862, after which he kept a store at Harwich Port for a few years. He is now engaged in cranberry culture. He was married in 1838 to Elizabeth N., daughter of Stephen and Olive (Covil) Burgess, and granddaughter of Thomas and Elizabeth (Nickerson) Burgess. Their children are: Erastus B., Elizabeth A., Susan W., Olive B., Stephen B. and Jonathan A. Mrs. Eldridge's father, Captain Stephen Burgess, was a prominent citizen. He was second lieutenant of county militia, was engaged in an encounter at Barnstable and was successful in preventing the English from landing. He was selectman several years and did much public business. He was a shipmaster in foreign trade.

David Ellis, born in 1812, is a son of Nathan and Delana (Saunders) Ellis, and grandson of Nathan Ellis. He went to sea from 1824 to 1873, and was captain forty years. He was married in 1834 to Sally Smalley, who died leaving four children: Alverado, James, Aruna and Ruth, who has since died. He was married again in 1857 to Mrs.

li a Weekes, daughter of Samuel Eldridge. Their son is Adelbert

Nathan Ellis, son of Elisha and grandson of Nathan Ellis, was born in 1830, and followed the sea from 1837 to 1855. From that time until 1888 he was a merchant at Harwich. He was married in 1855, to Joan Eldridge. They have one son, Samuel A., who is a merchant at Harwich. He was married in 1873, to Lucy Robbins. She died in 1883, leaving two sons: Nathan A. and Edward A. He was married again in 1884, to Georgian B. Snow.

Warren Freeman^e was born in 1814. He is descended from Thomas⁷, John⁶, Jonathan⁵, Edmund⁴, Edmund³, Major John², Edmund Freeman¹, who came to this country in 1635. Mr. Freeman was married in 1837, to Priscilla Long. She died leaving two children: Thomas and one who since died. He was married in 1848, to Elizabeth, daughter of Isaac and Elizabeth (Allen) Weekes. They have three children: Rose L., Ambrose E. and Susan F. They lost two.

• Nathaniel T. Gorham was born in 1823. He is a son of Joseph and Sally (Tripp) Gorham. His grandfather served in the revolution under General Washington. His mother was a daughter of Reuben and granddaughter of Acus Tripp. Mr. Gorham has been a house and ship painter in East Boston since 1844. He was married in 1850, to Sarah A., daughter of Isaiah Eldridge. They have two children living: Mary P. and Nathaniel T., jr.; they have lost five children. The last ten years Mr. Gorham has spent at his summer residence in South Harwich.

Alton P. Goss, son of F. B. Goss, was born in 1855 in Barnstable.

He has been engaged in the printing business since 1868. In 1873 he took charge of the *Harwich Independent* office, and since 1880 has owned and edited the paper. He is a member of the republican town committee. He was married in 1876, to Emma F. Taylor. They have one son, Edwin P.

Roger S. Hawes, born in 1848 in Chatham, is the youngest son of Samuel, grandson of Samuel Hawes and great-grandson of John Hawes. His mother was Betsey Harding. Mr. Hawes began going to sea at fourteen years of age, and since 1872 has been master of a vessel. He was married in 1871, to Gertrude, daughter of Job Kelley. They have two children: Edith S., born in October, 1872; and Mollie E., born in August, 1883.

Benjamin F. Hall, born in 1822, is a son of Freeman and grandson of Benjamin Hall. He went to sea from 1831 to 1874. He was married in 1842, to Hepsibeth, daughter of William and granddaughter of William Ryder. They have three children: Benjamin F., jr., Prince E. and Sarah F. The latter married Anthony H. Ryder, who was born in 1844, and is a son of Anthony K. and Mehitabel T. Ryder. They have one son, Herbert A. Mr. Ryder has been a wheelwright and blacksmith at North Harwich since 1876.

Belle K. Hoyt is a daughter of Ensign and a granddaughter of Jonathan and Mehitabel (Chase) Burgess. Her mother, Elizabeth, was the daughter of James and Betsey (Kendrick) Clark, and was beloved by all who knew her. Mrs. Hoyt was married in 1852, to Curtis Hoyt, who died at sea. He was first mate of the ship *Oscar*, of New Bedford, engaged in whale fishing. They have one daughter, Susan, who married Henry Young. Her daughters are Belle B. and Grace D. Young.

Cyrenus S. Hunt, born in 1850, is a son of Alfred and grandson of Ziba Hunt, whose father, Lemuel, was a son of Lemuel, who came from Shaftsbury, England, to Chatham. His mother was Asenith Ellis. He was married in 1883, to Cordia Megathlin, who died in 1886. In 1889 he was married to Margaret Watson, of Aberdeenshire, Scotland. Mr. Hunt is a member of the South Harwich Methodist Episcopal church, and was Sunday school superintendent five years. •

Charles Jenkins, son of Wilson R. and Betsey (Small) Jenkins, was born in 1827 in Falmouth. At the age of seventeen he began to learn the trade of boat-building, and since 1848 has been engaged in that business at Harwich. He was married in 1850, to Amanda, daughter of Freeman and granddaughter of Christian Nickerson. Her mother was Cynthia, daughter of James, granddaughter of James and great-granddaughter of Zebina Small. They have daughters: Amanda W. (Mrs. Edgar D. Kelley), Dora C. (Mrs. Charles A. Kelley) and Meta G.



Watson B. Kelley

Ensign L. Jerauld, born in 1834, is a son of James and Olive (Eldridge) Jerauld, and grandson of James and Hannah (Cash) Jerauld. Mr. Jerauld has been engaged in fishing since 1845, and since 1857 he has been captain of a fisherman. He was married in 1857, to Keziah N., daughter of Isaac and Bethia (Nickerson) Bearse. They have six children: Wilbert H., Myra E., E. Curtis, Ellen K., Oliver D. and Ermond G.

Asa L. Jones, son of Joseph B. and grandson of Asa Jones, was born in 1840. His mother was Love C. Robbins. Mr. Jones enlisted in the war of the rebellion in 1862, in Company A, Thirty-ninth Massachusetts Volunteers. In March, 1863, he was made sergeant, and in the fall of the same year he was commissioned second lieutenant in the Sixth Regiment U. S. Colored troops. He was discharged in September, 1864, on account of wounds. He was keeper in the government lightship and lighthouse service from 1870 to 1886. Since February, 1889, he has kept an undertaking store at Harwich. He was married in 1874, to Clara F. Paine. They have one son, Maro B.

Allen F. Joseph, youngest son of John and Tamsen (Allen) Joseph, was born in 1832, and followed the sea from 1846 to 1875. He was married in 1855, to Marietta S. Cahoon, who died ten years later. Their children were: Adelia E., Mary T., Samuel A. and Albert F., who was born September 25, 1862, and died May 8, 1876. He was married again in 1869, to Betsey C. Weekes^b, descended from Isaac^d, Isaac^a, Ammiel^c, Rev. George Weekes¹.

Charles H. Kelley, born in 1838, is a son of Nehemiah D. and a grandson of Anthony Kelley. His mother was Esther, daughter of Sears Kelley. Mr. Kelley was postmaster at West Harwich from September, 1885, to July, 1889. He was married in 1862, to Elizabeth J. Chase. They have ten children: Anna F., Esther M., Lena E., Kate W., Nehemiah D., Hattie L., Charles H., jr., Walter W., Ada F. and Amy B. Mr. Kelley is secretary of Sylvester Baxter Chapter.

Nehemiah B. Kelley was born in 1848. He is the oldest son of Caleb R. and Cynthia K (Baker) Kelley, and grandson of Dea. Joseph Kelley, whose father and grandfather were both named Joseph. Mr. Kelley began going to sea at the age of eleven years, and has been captain since 1869. He was married in 1872, to Mary D., daughter of Jonathan and Sabra Young. They have four children: Sabra D., Emma R., Harold B. and Nehemiah B., jr.

WATSON B. KELLEY.—Patrick Kelley was the first of the surname who settled in Harwich. He came from Yarmouth, where he was born in 1723, and settled on the east side of Herring river near or on the spot where the house of the late Sheldon Crowell stands. He built the water mill below his house on the river, known as the "Lower Mill," in or about 1762, and was the miller many years. He

was twice married. His last wife was widow Betsey Nickerson, whom he married in 1782. By his first wife, he had Patrick, Ebenezar, Samuel, Oliver and other children. His father was Eleazar Kelley; and his grandfather was Jeremiah Kelley, both of Yarmouth, where their ancestor, David Kelley, resided.

Patrick Kelley, the son, born in Harwich in 1753, married Dorcas Chase, daughter of Sylvanus and Charity Chase, and settled upon the Penney farm, which he purchased of Isaac Weekes in 1788. The house which he built and in which he resided until his death, is now occupied by Marshall Kelley, standing northwesterly from the Harwich railroad station, and is one of the oldest houses in town. He was a shipwright by trade. Among the vessels he built was the schooner *Dorcas* of this town, which was launched in 1817. He died October 28, 1834, aged eighty. His wife died April 13, 1834. He had eleven children—eight sons and three daughters.

Henry Kelley, the eldest son, born July 8, 1777, married for his first wife, Temperance Baker, daughter of Shubael Baker, December 4, 1800, by whom he had twelve children, six of whom yet survive, viz.: Relief Paine, Henry Kelley, Temperance Doane, Abigail Nickerson, Shubael B. Kelley and Watson B. Kelley. The mother died August 3, 1827, and for his second wife, Mr. Kelley married Lucinda Swift of Rochester, Mass., and had five children, of whom three only survive: George F., Alfred S. and Mary E. Allen. Mr. Kelley's second wife, Lucinda, died February 8, 1864. He died January 19, 1870, in his ninety-third year, having been in his usual good health up to within a few days of his death.

Watson B. Kelley, Esq., the youngest of the twelve children of Henry Kelley, by his wife Temperance, was born in Harwich, December 11, 1824. At the early age of eleven years he commenced the seafaring life, and at the age of eighteen years became master of a vessel. After an active life upon the sea, as master, he retired, in 1853, and at once engaged in the lumber and coal business at Harwich Port, with his elder brother, Henry, under the firm of Henry Kelley & Co., in which business he still continues. He is now largely engaged in cranberry culture, having in cultivation and under his management many acres. He has found time besides managing his own business, to serve his townsmen in official positions. In 1869 he became president of the Harwich Marine Insurance Company, and served ten years. He represented his district, comprising Harwich and Chatham, in the legislature of 1881 and 1882. He is now a selectman, assessor and overseer of the poor of Harwich, having held the offices for eighteen consecutive years; and also is holding the office of justice of the peace. In politics Mr. Kelley is an earnest republican. He married Rebecca D. Allen of Harwich, February 4, 1847. Their

children are: Rebecca E., born September 14, 1851, died May 28, 1870; and Emma W., born November 13, 1856, married Thomas R. Eldridge, a grain and flour dealer.

Mrs. Kelly's father was Captain Joseph Allen, who was lost at sea in September, 1837. Her mother was Thankful Burgess, daughter of Seth and Mary (Nickerson) Burgess, and granddaughter of Lieutenant Thomas Burgess, whose maternal grandfather was Ephraim Covel, of whom mention is made in the village history. Their children were: Rebecca D., born May 29, 1829; Pamela H., born March 8, 1833, married Theophilus B. Baker; and Joseph, born November 6, 1836, died at St. Thomas, January 3, 1854.

Alonzo Kendrick, born in 1846, is a son of Jonathan and Anna (Doane) Kendrick, and grandson of Jonathan Kendrick. He followed the sea from 1859 to 1884, fishing and coasting. Since 1884, in company with George N. Bearse, he has carried on the fish and store business at South Harwich, which has been run since 1850 by Caleb Small. Mr. Kendrick was married in 1875 to Bethia, daughter of Caleb and Pamela (Rogers) Small. They have one son, Bernard L.

Thomas D. Kenney, born in 1836, is a son of John, and grandson of John and Zylphia (Kendrick) Kenney. His mother was Polly, daughter of Thomas, and granddaughter of Joseph Doane. Mr. Kenney followed the fishing business until 1884, and has since been engaged in agricultural pursuits. He was married in 1858 to Emily J., daughter of Warren Nickerson. Their children are: Arthur N., John A. and Louise A.

Gustavas H. Long, son of Elkanah, and grandson of Elkanah Long, was born in 1842. He followed the sea until 1879. Since 1887 he has been engaged in the grocery business in East Boston. He was married in 1863 to Ellen, daughter of Isaac and Ruth (Kelley) Small, granddaughter of Paddock, and great-granddaughter of Daniel Small. They have one son, Herbert H.

Charles E. Lothrop, born in 1845, is a son of Rev. Davis and Elizabeth (Freeman) Lothrop, grandson of Robert and Susan (Allen) Lothrop, and great-grandson of Ebenezer and Elizabeth (Davis) Lothrop. Mr. Lothrop is a paper hanger and house decorator. He was deputy collector of revenues at Dennis Port from April, 1887, to June, 1889. He owns and occupies the homestead where his father lived for forty-one years, prior to his death in 1889. Rev. Davis Lothrop was born in Barnstable November 28, 1804, and was a direct descendant of Rev. John Lothrop, the first settled minister of Barnstable. At the age of seventeen he learned the hatter's trade, and after working one year, connected himself with the Congregational church and began preparations for the ministry. He afterward retired from the Congregational society and was ordained as a Baptist preacher in the church

at West Harwich, December 10, 1828, and from that time until 1887, was pastor of some church in Barnstable county.

James Loveland, youngest son of David and Reliance (Small) Loveland, was born in South Harwich in 1841. He went to Boston in 1854, where he has since been engaged in house, ship and sign painting. For the past few years he has spent his summers in South Harwich. He was married in 1863 to Loretta, daughter of Joseph P. and Almira (Eldridge) Nickerson. Their children are: Harold, James W. and Charles M. N.

Elisha Mayo, born in 1844, is a son of Elisha and Reliance (Wixon) Mayo, and grandson of Elkanah and Rosana (Kelley) Mayo. He went to sea from 1853 to 1887, and was captain nineteen years. He was married in 1867 to Georgianna, daughter of Joseph C. Berry. She died in 1881 leaving one daughter, Jessie L. He was married in 1887 to Ida, daughter of Edward Smalley. They have a daughter, Lina A.

Samuel J. Miles, son of Samuel T. and Jerusha (Nickerson) Miles, was born in 1844. He began going to sea at the age of eleven, and was master at nineteen. From 1875 to 1887 he was in New York in the steamboat service. He was married in 1865 to Abalena, daughter of Jonathan Young.

James M. Moody^o, born in 1859, is descended from James^o, Samuel^l, Samuel^o, James^o, Joshua⁴, Rev. Samuel^o, Caleb^o and William Moody¹, who came from England and settled in Maine. Mr. Moody is a carpenter by trade. Since 1884 he has dealt in lumber and builders' supplies at Harwich. Since 1887 he has been in the ice business. He was married in 1881 to Anna L. Bassett. Mr. Moody, with his brother Sidney B., obtained a patent in 1888 on a railroad rail joint and in 1890 a patent on a cylindrical latch and lock.

William P. Nichols, son of James and Caroline (Chase) Nichols, was born in 1849. He has been employed on the track of the Old Colony railroad since 1870. He was married in 1872 to Sophia, daughter of Ozias and Deborah Bassett. They have three children: Eugene F., William H. and Charles F.

Cyrus Nickerson, born in 1831, is the eldest son of Alden, whose father, Alden, was a son of Bassett Nickerson. Mr. Nickerson went to sea from 1845 to 1873, and has since been engaged in the lumber and fishing business. He was married in 1854 to Dorothy Weekes^o, (Benjamin F.¹, Ebenezer^o, Ammiel^o, Rev. George⁴, Ammiel^o, Ammiel^o, George Weekes¹). They have three children: Benjamin W., Louis and Malva.

James M. Nickerson, born in 1834, is a son of Michael and Sylvia (Eldridge) Nickerson and grandson of Benjamin Nickerson. Mr. Nickerson followed the sea until 1881. He was married in 1855 to Polly A., daughter of Simeon Baker. They have two sons: James F.

and William H. James F. was married in 1878 to Tamsen Bassett, and has four daughters. William H. was married in 1882 to Ida F. Nickerson, and has one son.

Joseph H. Nickerson, born in 1833, is a son of Zenas and Abigail (Higgins) Nickerson and grandson of Silas Nickerson. Mr. Nickerson followed the sea in the merchant service and fishing until 1870, and since that time has been engaged in boat fishing. He was married in 1859 to Martha A. Cahoon. She died in 1865, leaving two children: Joseph A. and Frank M. He was married again in 1866 to Sarah J. Coombs. Their children are: Ephiel Z., Marguerite K. and Emmie P. Mr. Nickerson owns and occupies the homestead of his father.

Mark F. Nickerson, born in 1821, is a son of Zepheniah and Betsey (Gorham) Nickerson and grandson of Bassett Nickerson. He went to sea from 1836 to 1871 in fishing and coasting vessels, as master the last thirty years. He has been tax collector in Harwich seven years and selectman two years. He was married in 1845 to Lucy, daughter of Jonathan Myrick. She died in March, 1889.

Stephen E. Nickerson, born in 1840, is the eldest son of Stephen and grandson of Seth Nickerson. His mother was Charity, daughter of Nathan Nickerson. Mr. Nickerson followed the sea from 1853 to 1876, and since that time has been engaged in the fish business. In 1877, with his father and two brothers—A. R. and A. E.—under the firm of S. Nickerson & Sons, he went from South Harwich to Booth Bay, Me., where they are carrying on an extensive fish business. Mr. Nickerson was married in 1867, to Emogene, daughter of Edward Smalley. They have three children: Rosa H., C. Dora and Carlton B.

Thomas A. Nickerson, born in 1841, is the eldest son of Joshua and Mercy E. (Small) Nickerson, grandson of Elkanah, and great-grandson of Phineas, who was a son of John Nickerson. Mr. Nickerson has been master mariner since 1868. He was married in 1863, to Eglentine, daughter of Valentine Doane. They have four children: Addison D., T. Hulbert, Ambrose N. and Eglantine.

Warren J. Nickerson was born in 1833. He is a son of Warren, whose father, Seth, was a son of Stephen, and grandson of Ebenezer, who was a descendant from William Nickerson. Mr. Nickerson was a school teacher for fifteen winters, and a member of the school board for several years. He was married in 1854, to Mary, daughter of Joshua and Rebecca (Nickerson) Atkins. They have seven children living: Joshua A., Albert E., Ernest C., Oscar C., Thomas C., Geneva A. and Warren S. They lost five children.

Josiah Paine, mentioned at page 271, was born in Harwich, September 7, 1836. He is a descendant of Thomas Paine, of Eastham, of the seventh generation, and married Phebe A. Long of Harwich,

December 22, 1868. Of their children, Frederick W., was born January 18, 1875, and died June 23, 1875; Helen C. was born September 28, 1876, and died suddenly December 29, 1876; and John Howard was born May 30, 1883.

Joseph Raymond, born in 1832, is the eldest son of Peter Raymond, who was born in Portugal in 1810, came to Massachusetts in 1823, and died in 1885. Peter married Keziah, daughter of John Ellis. She was born in Dennis in 1812, and died in 1851. Their children were: Joseph, Peter T., Ensign R., Albert F. and Keziah. Joseph was married in 1851, to Laura, daughter of Josiah Doane. She died in 1883, leaving three children: Joseph W., born March 25, 1858, married to Mattie Crowell; Clara P., married Joseph L. Evens, and died January 12, 1888, and Jessie H., born January 19, 1870. Mr. Raymond was married October 11, 1885, to Mrs. Lowena Wixon, daughter of William Eldridge. They have one child, Clara B., born February 17, 1888. Mrs. Raymond has two children by her first husband: Lowena and Mary Wixon. Mr. Raymond followed the sea from 1841 to 1871. He has been station agent at North Harwich since 1877, and was postmaster from April, 1877, to October, 1888.

Benjamin F. Robbins, born in 1823, is a son of Freeman and Deborah (Mayo) Robbins, and grandson of Nathaniel Robbins. His father was twice married; first to Polly Nickerson, and second to Deborah Eldridge, a widow, whose maiden name was Mayo. Her father, Paul Mayo, went from Orleans to Chatham when he was seven years old. He lived there under the Great hill, and worked as a blacksmith. The porch of the old house where he lived and brought up his family is still standing. Mr. Robbins is a wheelwright by trade, and has a shop at Harwich center. He was married in 1852, to Emily Frances Chism (deceased), of Maine, daughter of Theodore Chism. They had three children: Charles Burlich, Caroline Avesta and Harriet Victoria; and one grandchild: Emmie F. Robbins.

Henry C. Robbins, born in 1820, is a son of Henry and Priscilla (Baker) Robbins, and grandson of Henry and Elizabeth (Crowell) Robbins. He was a mariner from 1831 to 1876, and master thirty-three years. Since 1877 he has been a grocery merchant at West Harwich. He was married, in 1866, to Sarah K., daughter of Sylvester and Sarah (Kelley) Chase, granddaughter of James, and great-granddaughter of Job Chase. By a former marriage Mr. Robbins had three sons: Edwin M., Theodore P. and Cyrus C.

Joseph K. Robbins, son of Nathaniel and Huldah Robbins, was born in 1853. Nathaniel Robbins was a seafaring man in his early life, and later he devoted his time to cranberry culture and mercantile trade. He died in December, 1888, aged eighty-one years. Joseph K. now occupies his father's homestead, and is engaged in cranberry culture.

He was married in 1876, to Helen C. Paine. They have one son, Stanley C.

Simeon K. Sears, born in 1851, is a son of Benjamin, and grandson of Lot Sears. His mother was Phebe W., daughter of Simeon and Paulina (Snow) Kendrick. Mr. Sears began going to sea at the age of nine years, continuing until 1871. He was clerk one year in a store at West Harwich, and five years in a dry goods house in Boston. He was married in 1874, to Clara A., daughter of Thomas and Elizabeth (Doane) Ellis. They have two children: Benjamin and Clara P.

Philip N. Small, born in 1813, is a son of Lovell, and grandson of Benjamin Small. His mother was Tamar, daughter of Philip Nickerson. Mr. Small went to sea from 1827 to 1846, after which he learned the trade of a shoemaker, and for the last thirty years he has kept a boot and shoe store at Harwich Port. He was married in 1835, to Mary Y., daughter of Elisha Eldridge, and granddaughter of Daniel Eldridge. Their children are: James F., Everett P., Rhoda T. and Patience E.

Samuel Small, born in 1835, is the only surviving child of Samuel and Julia (Cahoon) Small, grandson of James, and great-grandson of Benjamin Small. His mother, Julia, was a daughter of James, and granddaughter of James Cahoon. Her mother was Lettice, daughter of Richard Bassett. James Small married Anna, daughter of Rev. Samuel Nickerson, a Baptist preacher, of New Jersey, who at one time filled a pulpit in the eastern part of Harwich. Samuel Small was a merchant and insurance agent at South Harwich for a number of years, and for the last three years he has devoted all his time to the insurance business. He was married in 1852, to Mary B., daughter of Eldredge Small, who was a son of Eli, and grandson of Benjamin Small. They have four children: Samuel N., John F., Julia C. and Winnie B.

Samuel N. Small, son of Samuel and Mary B. Small, was born in 1853, and is an architect and designer of furniture in Boston. He was married in 1875, to Mary O. Nickerson. She died, leaving two children: Leon C. and Susan B.

John F. Small, the other son, was born in 1858. He is an architect and designer of furniture in Boston. He was married in 1885, to Maria L., daughter of George W. and Helena (Nickerson) Eldridge. They have one daughter, Helena.

ZEBINA H. SMALL, whose busy and varied life in the prosperity of his native town came to an end September 22, 1882, proved his devotion to duty by the faithful discharge of every trust committed to his hands. His father, Benjamin, a son of Benjamin Small, was born and lived in Harwich, rearing five children, of whom Zebina H. was

the youngest, born April 2, 1798. At the tender age of eight years he went to sea, which business he followed more or less for forty years, retiring in 1845. At the age of nineteen he was master in a foreign commerce, and after the year 1833 was engaged mostly along the American coast, closing his seafaring life as master of the last vessel he had built for his own use—the *Emulous*.

He was married February 24, 1820, to Ruth A. Nickerson, daughter of Ebenezer Nickerson, and they reared seven children, of whom sketches are given in the succeeding paragraphs.

Charlotte, born March 27, 1822, grew to womanhood, and in 1843 married Cyrus W. Carver, a son of Phineas and Phœba (Weeks) Carver. Mr. Carver died in 1849, and his wife died April 28, 1853. They had two daughters, Henrietta and Charlotte, of whom the older, Henrietta, survives; and being the only survivor of this branch of the family, owns and occupies the home of her grandfather.

Zebina H. Small, jr., born May 29, 1824, was an efficient ship-master at an early age. He married Anna S. Colesberry, but was not permitted to enjoy a long period of married life, for he was lost in the gulf stream—washed overboard in a gale—January 10, 1849.

Ruth N., born May 29, 1827, married Isaac H. Smith, son of Samuel Smith, in 1850. Mr. Smith has been a successful mariner most of his life. They have had two daughters: Ruthie S., who survives, and another who died in infancy.

Amelia S., born January 22, 1830, married Benjamin F. Bee of Harwich, and of their three children two survive: Benjamin F., jr., and Amelia S.

Benjamin F., born April 6, 1832, grew to manhood, married Augusta C. Post, and died June 1, 1882, leaving, besides his widow, three children: Charlotte A., Benjamin F. and Ruth N.

Harvey C., born October 15, 1840, died when three months old.

Emulous, born December 20, 1834, in Harwich Port, married November 12, 1856, Irene T., daughter of Valentine Doane. He was for twenty years largely interested in mercantile business near his residence; retiring in 1876, he has since turned his attention to cranberry culture. He is also a director of the Cape Cod National Bank.

Zebina H. Small, deceased, father of the above named children, was a representative man, and his pure executive ability was often called into action in the settlement of difficult arbitrations. He was a director in the Cape Cod National Bank from its inception to the close of his life, and the board of which he was a member, and who perhaps knew him best, speak highly of his upright business qualifications. His enterprise is marked by the fact that in 1845 he sold his vessel and commenced preparing a cranberry bog, placing him among the first at Harwich in this industry. In his life journey of



JAMSON, PHOTOGR.

HARWICH, MASS.

Melina K. Small

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over four score years he left many footprints on the sands of time for the benefit of future generations.

Henry Smalley, born in 1842, is a son of Edward and grandson of Edward Smalley. His mother was Barbara, daughter of Ebenezer Weeks. Mr. Smalley enlisted in the war of the rebellion, in 1861, in Company A., Thirty-ninth Massachusetts Volunteers, serving until the close of the war. He has been cashier of the freight department of the Boston & Lowell railroad since 1866. He was married in 1870, to Ellen A., daughter of Simon Jones. They have one daughter—Nellie E.—two children having died—Henry and Catharine M.

Freeman Smith, born in 1830, in Orleans, is a son of James and Abigail (Robbins) and grandson of Isaac Smith. He is a carpenter by trade, and has lived in Harwich since 1852. He was married in 1853 to Rebecca H., daughter of William Allen.

Alexander F. Snow, born in 1842, is a son of Thomas Snow, who came from Fredericksburgh, Va., to Harwich. Mr. Snow has been a master mariner since he was twenty-three years old. He was married in 1863 to Mary F., daughter of Judah and granddaughter of Judah Berry.

Augustus C. Snow, 2d, born in 1849, is a son of Hiram, and grandson of Osborn Snow. His mother was Sally C. Rogers. Mr. Snow entered the Cape Cod National Bank as clerk in 1864, and for the last twenty years he has been assistant cashier. He has been treasurer of the Cape Cod Five Cent Savings Bank since 1882. He was married in 1872 to Dora M. Sears. They have one son, Ralph H.

Rev. Charles A. Snow was born in Providence, R. I., May 12, 1829, and was one of a family of thirteen children. His father was a carpenter by trade and in too poor circumstances to give any of his children a liberal education. They enjoyed, however, the advantages of the common schools. Charles, after graduating from the high school in Providence, entered the commission house of J. C. Peckham & Co., in that city, where he remained nearly a year. But since his conversion, which had occurred a year or two before, he had felt a restless desire for a liberal education, by which he might become fitted for the ministry of the Gospel, to which he believed himself specially called. With this end in view he devoted his evening and early morning hours to earnest study. His employers becoming interested in his purpose, showed their substantial sympathy, by releasing him from his engagement, and by the present of a small sum of money. Aside from this kindly aid, he was thereafter thrown almost wholly upon his own resources. By close economy and the enduring of many privations, he was able to work his way through Brown University and Newton Theological Seminary, graduating from the latter institution June 30, 1858. A call to become pastor of the

Temple church in Fall River had been previously received, and he was ordained July 7th. He remained in their service six and one-half years. During this period, by leave of absence from the church, he served as chaplain in the army in 1862-3, in connection with the Third Massachusetts Volunteers. Leaving Fall River in November, 1864, he became pastor of the Stewart Street Baptist church in Providence, remaining there about six years. Other pastorates have been held in South Abington (now Whitmen) New Bedford (North church) and Fall River (Third church). He came to West Harwich in April, 1886, under circumstances which plainly indicated that the hand of Divine Providence had opened the door for him to enter this important field.

Elisha Snow was born in 1810. He is a son of Elisha and Betsey (Wing) Snow, and grandson of Elisha Snow. His father was born in 1778, and lived to be ninety-five years old. Mr. Snow went to sea from 1822 to 1868, and was master mariner thirty-four years. He was married in 1835 to Didama, daughter of Deacon Joseph Kelley. They have two daughters: Louise B., wife of Amos Crowell; and Annette, wife of Captain Thomas L. Snow, son of James Snow of Dresden, Me.

Elijah L. Stokes, born in 1850, is a son of Elijah and Hannah C. (Small) Stokes, the latter a daughter of Jonathan and Mercy (Phillips) Small. Mr. Stokes was married in 1874 to Augusta, daughter of Elisha Doane. Their children are: Arabella H., Elijah L., jr., Wilber E. and Lura A.

Barnabas Taylor, born in 1832, was the only son of Barnabas Taylor, who died in New Orleans in 1832. His mother was Deborah, daughter of Barnabas Ellis. Mr. Taylor was in the stage and express business from 1856 to his death, January 27, 1890, when he was succeeded by his son Barnabas. He was married in 1855 to Jane, daughter of Gamaliel Cahoon. They had eight children: Wallace B., Barnabas, jr., Elmer E., Charles H., Herbert L., Ida B., Ella J. and Winnie B.

John B. Tuttle, born in 1824, in Haverhill, Mass., is a son of Jesse Tuttle, who was born in New Hampshire, and a grandson of Simeon Tuttle. Mr. Tuttle came to South Harwich in 1849, where he was for several years engaged in the fish business with his brother Jesse. In December, 1863, he enlisted in Company A, Fifty-eighth Massachusetts Volunteers, and served until the close of the war. He kept the lighthouse at Monomoy point ten years, and since that time has been engaged in the manufacture of cranberry barrels. He was married in 1847, to Olive B. Duston, who died leaving one son, William T. He married, second, Mrs. Love C. Jones, who died leaving one daughter, Sarah J. He married, third, in 1882, Eunice, daughter of Samuel Moody.

William H. Underwood was born in 1822. He is the eldest son of Nathan, who was the eldest son of Rev. Nathan, who was seven years in the war of the revolution. He came to Harwich in 1792. He was a son of Joseph and Eunice (Smith) Underwood. Mr. Underwood's mother was Rebecca Bray. He was nine years town clerk, and from 1880 to 1886 he was county treasurer. He has been for seventeen years an officer of the Cape Cod Five Cents Savings Bank. He was married in 1845 to Almira Baker. Their children are: Rebecca B., Joseph, Elizabeth, William H., jr., Alice, Almira B., Franklin D. and Susan L.

Jeremiah Walker, son of Marshal and Rebecca (Burgess) Walker, and grandson of Jeremiah Walker, was born in 1824. He followed the sea from 1835 to 1867. He was married in 1848 to Sarepta, daughter of Josiah Nickerson. They have one daughter, Eucelia M., married to William Bourne.

Darius F. Weekes^s, born in 1833, is the eldest son of Darius Weekes^r (Ebenezer^s, Ammiel^s, Rev. George^s, Ammiel^s, Ammiel^s, George Weekes^s). His mother was Priscilla, daughter of James Long. Mr. Weekes followed the sea from 1846 to 1868, after which he was nine years in the store and fishing business at South Harwich. He has been deputy sheriff since January, 1887. He was married in 1855, to Rhoda T., daughter of Phillip N. Small. They have two children living: Sarah P. and Charles H. Their daughter Lettie L., died in 1873, aged thirteen years; and Rosetta W. died in 1865, aged eighteen months.

Ebenezer Weekes, 2d, born in 1853, is a son of Benjamin F.^r (Ebenezer^s, Ammiel^s, Rev. George Weekes^s). His mother was Louisa, daughter of Alexander Nickerson. Mr. Weekes was engaged in the fishing business until 1880, since which time he has carried on a butter, lard and cheese business at Harwich Port.

Rev. George Weekes^s was born in Dorchester in 1689, and in 1714 he came to Harwich. His son Ammiel was the father of Ebenezer, whose youngest son, Benjamin F., was the father of Alphonso, who married Mary C. Burgess. Their only son is Alphonso L. Weekes, who was born October 3, 1860, and married Nellie F. Snow in 1882. They have one son, George Leroy Weekes.

William S. Willson, son of Hubbard Willson, was born in 1850 in Lowell, Mass. He has been in a livery stable at Brockton, Mass., since 1884. He bought a residence in Harwich Port in 1887, where he has lived since that time. He was married in 1878, to Zella B., daughter of James and Marinda (Smith) Berry. Their children are: Minnie S., Hubbard, William S., jr., and Harold.

Mulford Young, born in 1821, is the only surviving child of Mulford and Betsey (Young) Young, grandson of John, whose father,

Prince, was a son of John Young. Mr. Young began keeping a small store at East Harwich in 1851. He has continued to increase the business until he now has a general country store, beside a large stock of furniture and house furnishing goods. He was married in 1858, to Eliza A., daughter of Samuel Holmes. She died two years later. He married again in 1865, to Mrs. Emily Baker, daughter of Henry Kelley. Their children are: Harry M., Sparrow M., Eglantine F., Mary H. and Betsey I.

CHAPTER XXVI.

TOWN OF BREWSTER.

BY JOSIAH PAINE, ESQ.

Incorporation.—Natural Features.—Purchase and Division of the Land.—The First Settlers and their Families.—Industries.—Population.—The Militia.—Religious Societies.—Villages.—Civil Lists.—Meteorological Condition.—Biographical Sketches.

BREWSTER was set off from Harwich and incorporated as a town February 19, 1803. From 1747, when Harwich was divided into parishes, until the division in 1803, it was known as the north precinct or parish of Harwich. It is situated on the north side of the Cape, and is bounded east by Orleans, south by Harwich, west by Dennis, north by Cape Cod bay, and covers an area of about twenty-four square miles.

The surface is very uneven and the soil is of various kinds. In the western and central part the soil is clayish; in the eastern part light and sandy. It is productive, especially if fertilizing substances is well applied, of cereals, the usual varieties of vegetables and grass. Much of the town, especially of the southeastern part, is covered with a small growth of oak and pine. Many large and small bowlders are found. In the west part of the town they are profusely scattered. Many of them, peculiar in shape, lie upon the surface and have the appearance of being dropped from the glacial raft which stranded upon the north side during the glacial period.

Numerous fresh ponds are within the limits of the town, among the largest of which are Cliff, Flying Place, Winslow's, Mill, Pine, Cobb's, Rock, Griffith's, Baker's, Raph's and Sheep ponds. The chain of ponds, lying partly in this town and partly in Harwich, embraces Bangs' or Seymour's, Long, Bush Beach and Grass ponds. A notice of this chain of ponds has been given in the preceding chapter.

Cliff pond lies in the eastern part of the town. It derives its name from a remarkable cliff that lifts its head far above its surface. This pond, known by no other name since the days of the red men, is deep and clear, and covers many acres. Formerly wild fowl in great numbers visited it on their passage across the Cape. It is separated from Flying Place pond, by a narrow sandy neck.

Flying Place, or Little Cliff pond, is a clear pond of considerable size, lying northeasterly but a short distance. This pond was called by the Indians *Quanoycomauk*. Some portions of the Sipson's land adjoined it. A short distance northerly is a large boulder marked plainly B. M., for Benjamin Macor, who lived hard by. Not far northward is the Rock pond, often mentioned in the early deeds of land.

Winslow's pond, in the west part of the town, is the largest of the ponds. At the time of the settlement, and for many years after, Indians occupied land adjoining on the east. Captain Daniel, the famous Indian warrior, who did valiant service under Major Church in 1689, in Maine, resided near it, and owned a large tract adjoining it.

Mill pond, the source of Sauquatuckett river, is connected with Winslow's pond by a narrow stream. Alewives spend the spawning season in it.

Cobb's pond, in the north part of the town, near the shore, has an outlet into the bay. It is mentioned in the old deeds and records of land as the pond that "hath a run into the sea called Auquanest."

Griffith's pond lies south of Cobb's pond, in the central part of the town. Stephen Griffith and many of his descendants lived near it, hence its name.

Baker's pond is in the eastern part, and the line that divides the town from Orleans passes through it. It was called by the Indians *Pomponeset*. James Maker, an early settler, had a house near the pond. Afterward William Baker lived near it, since which time it has been known by its present name. Not far from it is Raph's, or Rafe's, pond.

Sheep pond, a large, clear body of water, well surrounded by high land, lies not far north of Long pond. Some of the early residents of this section lived near by.

The streams in the town are not large nor numerous. The most important are Quivet creek, Sauquatuckett river and Skaket or Namskaket creek.

Quivet creek, or Bound brook, known to the Indians as *Shuck-quam*, divides the town from Dennis in that section. The stream rises in Brewster, and flows northeasterly through the marsh into the bay.

Sauquatuckett river rises in Mill pond, and flows northerly into the bay. This stream has been known by several names besides Sauquatuckett river. It has been called "Stoney Brook," "Satucket River," "Mill Brook" and "Winslow's Brook." Sauquatuckett is the Indian name. Upon this brook was built the first water mill in this section of the county.

Namskaket creek, as far as it extends, divides this town from Orleans. On either side is a body of marsh, which affords an abun-

dance of hay for each town. A small stream rises in the marsh near the upland, and flows into the creek near its mouth. In former times small vessels entered this creek and moored for the winter; and probably small vessels have been built here. Flats here, as they do all along the shore to Quivet, extend into the bay a very great distance. Namskaket is the Indian name of the locality, as well as of the creek. It was early known to the settlers at Plymouth. It was here that Governor Bradford landed on his way to Potonomequut in 1626, to render aid to the crew of the ship-wrecked vessel in the harbor near that place.

The territory now Brewster was a part of the tract granted to the "Purchasers or Old Comers" in 1641, for a plantation. Attempts to extinguish the Indian title began early after the grant. In 1653, Wono, and Sachemas, his son, sachems of Sauquatuckett, and dwelling near the river, sold, for eighteen pounds sterling, to Thomas Prence, in behalf of the "Purchasers or Old Comers," a very large tract, extending from central Brewster easterly to Namskaket meadows at East Brewster, and from the sea shore southerly as far as their land extended in that direction, which, it is understood, was to the Long pond. This tract, it will be seen, embraced a large portion of what is now Brewster.

The date of the purchase from the Indians of the tract at West Brewster, between Quivet creek and Sauquatuckett river, does not appear; but we find a record of the laying out of the lots, in 1653, by Mr. Thomas Prence, Nicholas Snow, Edward Bangs, Joseph Rogers, Giles Hopkins and Josiah Cooke, to such of the "Purchasers or Old Comers" still retaining their rights, who, at this date, were Governor Bradford, Experience Michel, Nicholas Snow, Stephen Deane, Thomas Clarke, Thomas Prence, Joseph Rogers, Giles Hopkins, John Howland, William Collier and Edward Bangs. Mr. Michel did not long retain an interest in the reservation. After giving his son-in-law, John Washburn, his lot laid out, he sold all his right to other land here, in 1654, to Thomas Clarke, of Plymouth, who yet was holding rights in the reservation as an original purchaser.

The land between the first purchase, in 1653, and Sauquatuckett river, from the sea shore to the line of the South precinct southerly, was subsequently purchased at different times, of Sachemas, the sachem, and other noted Indians, who derived from him their rights to sell.

The tracts purchased were divided, and each proprietor had his proportion assigned him, and a record made in "ye Purchasers Book of records," which is now lost.

The Sipsons' land, which has been mentioned in Chapter XXV, extended within the limits of this town up to Cliff and Rock pond.

The line between their land and land belonging to Sachemas, which was sold to Mr. Prence and partners in 1653, commenced on the beach near the boundary stone at Bush Beach pond, and running northeasterly, terminated near the pond at "Grassy Nook," which lies a short distance southwest of Cliff pond. The tract embraces many acres, and a very great portion of it is now covered with a small growth of oak and pine.

The lots of upland laid out on the easterly side of Quivet creek in 1653, by the committee of the "Purchasers or Old Comers," contained each twenty acres, with meadow adjoining. The lot laid out to Experience Michell was the first that was disposed of. After passing into the hands of John Washburn, son-in-law of Mr. Michell, it was sold to Governor Bradford. This lot was next to Governor Bradford, on the east. Governor Bradford's lot was the first on the east side of Quivet creek. These two lots were sold by Mrs. Alice Bradford, widow of Governor Bradford, November 23, 1664, together with the meadow belonging thereto, to Richard Sears, of Yarmouth. These two lots contained forty acres of upland, and were held by Richard Sears until his death in 1676, when they passed into the possession of his eldest son, Paul Sears. Some of this land is yet owned by his descendants. It was upon one of these lots that Samuel Sears, son of Paul, selected his farm and spent his life. The next to sell his lot was Giles Hopkins, of Eastham, who came in the *Mayflower*. His was the eighth lot. It was purchased by John Wing, November 9, 1666, he giving Mr. Hopkins a "mare colt." Mr. Wing became a purchaser of three more lots of the "Sasuet land," as it was sometimes called by the early settlers, viz.: the ninth lot laid out to John Howland, the tenth lot laid out to William Collier, and the eleventh lot laid out to Edward Bangs. The sixth lot laid out to Thomas Prence was purchased, June 24, 1668, by John Dillingham, who also purchased the seventh laid out to Lieutenant Joseph Rogers, of Eastham, a fellow-passenger with Giles Hopkins and John Howland in the *Mayflower*.

The third lot, laid out to Nicholas Snow, of Eastham, was purchased in 1669 by Peter Warden, who soon sold it to his son-in-law, Kenelm Winslow, who also purchased the fourth lot of Peter Warden, which had been laid out to Stephen Deane, of Plymouth. Mr. Thomas Clarke, to whom was laid out the fifth lot, retained in his possession the lot, together with all the right he had to the undivided land between the two rivers, until 1693, when, by deed, he conveyed it, with his other land on the east side of the Sauquatuckett river, to his sons and grandsons.

But a short time after the "Purchasers or Old Comers" sold their rights to the land between Bound brook and Sauquatuckett river, the heirs of Napoitan, the Indian sachem of Barnstable, claimed rights

to the land held by the proprietors. The proprietors very wisely agreed to extinguish their title. Whereupon John Wing and John Dillingham, in behalf of themselves, "associates or partners," and "their heirs and assigns," purchased the rights of the heirs of Napoitan, and, to have no further dispute as to titles, secured from the successors of the "Purchasers or Old Comers," to whom the land had been granted, a quit claim deed of all the territory between the Yarmouth line on the west and the following described line on the east: "Beginning at ye sea where Stoney Brooks runs out, and so ranging as ye brook runs, by ye middle of ye mill dam yt now is; from thence ranging south until it meets with the Yarmouth line." The Yarmouth line at this time ran from Bound brook where the road crosses in a southeasterly course to the "South Sea." An account of this line is given in the history of Harwich. The point where the lines formed a junction was within the limits of the present town of Harwich. This territory, from the year 1659 to the incorporation of Harwich in 1694, was within the "liberties of Yarmouth," and within its limits the settlement of the present town of Brewster began. The territory on the east side of Sauquatuckett river was, from the same date to the incorporation, within the "constablerick" or "liberties" of Eastham.

SETTLERS.—Among the settlers of the place before 1700 were: John Wing, John Dillingham, Kenelm Winslow, William Griffith, Andrew Clarke, John Freeman, jr., Samuel Sears, Thomas Freeman, Joseph Paine, Thomas Crosby, James Cole, William Parslow, John Gray, Peter Worthen, Stephen Hopkins, William Merrick and Jonathan Bangs.

John Wing, a Quaker, came from Sandwich. He was the son of John Wing, who came from England, and finally settled in Sandwich in 1639. His mother, it is said, was a daughter of Rev. Stephen Bachilor, noticed at page 368. Mr. Wing was a large landholder, residing between the two rivers. His death occurred in the summer of 1699. He was twice married. His first wife, Elizabeth, died January 3, 1692. She is called upon the Yarmouth records "Goody Wing." He married for his second wife Merriam, daughter of Stephen Deane of Plymouth, whose widow married Josiah Cooke of Eastham. Miss Deane was well in years when she married Goodman Wing. She died in 1702. By wife Elizabeth John Wing had seven children: Susannah, Ephraim, Joseph, Ananias, John, Oseah and a son who was drowned in the snow about December 11, 1648.

John Dillingham, the neighbor of John Wing, came from Sandwich. His father was Edward Dillingham, a settler of that town. He was born in England about 1630. He removed to the east side of Bound brook not far from 1667. He was also a member of the Society of Friends, and the records show that meetings were often held at

his house. He was a large landholder, and appears to have been the wealthiest of the Sauquatuckett settlers. His tax paid to Yarmouth in 1676 amounted to £6, 17s., 9d. His first wife was Elizabeth Feake of Sandwich, to whom he was married March 24, 1650. His second wife was Elizabeth, who died aged seventy-three, December 15, 1720. He lived a quiet and peaceable life, and died aged eighty-five, May 21, 1715, and was buried in the old cemetery west of Sauquatuckett river, where a stone, with inscription, marks the spot of burial. He had several children. His only son, John, born in 1663, died September 11, 1746.

Kenelm Winslow came from Marshfield, where he was born about 1637. He was a son of Kenelm Winslow, who came from Droitwich, England. He married for his first wife Mercy, daughter of Peter Warden of Yarmouth, about 1666. She died September 22, 1688, in her forty-eighth year, and was buried in the old cemetery at East Dennis, which was reserved for a burial place by her brother, Samuel Warden. Mr. Winslow married for his second wife Damaris ——. He died November 11, 1715, and was buried beside his wife in the Warden burying ground, where a stone with inscription marks the place of his sepulture. He resided in West Brewster, near the house occupied by Edmund Hall. He was a wealthy man of his time. He seems to have been of a different religious training than his neighbors, John Wing and John Dillingham. He had a large family. He was a "clothier" and farmer, and owned a fulling mill on Sauquatuckett river, with some of his neighbors. His eldest son, Kenelm, born in 1667, married Bethiah Hall, January 5, 1689, and settled near him. From this Kenelm descended the present Winslows in the town.

William Griffith came from Sandwich, where he is mentioned as assisting in the settlement of the estate of Edward Dillingham in 1667. He purchased of Thomas Prence one half the corn mill on the Sauquatuckett river, removed thither and occupied a place on the west side of the river, and became the miller. He sold out his place, together with his share of the mill, to Thomas Clarke, and removed to the vicinity of Monomoyick, where he was residing in 1691. Stephen Griffith, who settled in the town after 1700, was doubtless his son.

Andrew Clarke was the son of Thomas Clarke of Plymouth. He removed to this town from Boston about 1678, where he had married Mehitabel Scottoway, and settled on the west side of Stoney brook upon his father's land. He died about 1706, and his wife died in 1712. He had, besides other children: Thomas, born in Boston in 1672, settled on the east side of the river; Scotto, Andrew and Nathaniel. Many descendants of Thomas Clarke are yet living in this town.

John Freeman, jr., born in 1651, was the son of Major John Freeman of Eastham, and settled on the east side of Sauquatuckett river upon his father's land. The precise spot where he built his house is not pointed out, but there is evidence that it was on the north side of the lower road, about north of the Freeman house, now occupied by Anthony F. Brier and near the cemetery. Mr. Freeman took but little interest in town affairs. He was a large landholder and a highly respected citizen. He was twice married, and had four sons and seven daughters. He was one of the eight who formed the first church in 1700. He died July 27, 1721. His first wife, Sarah, died April 21, 1696; his second wife, Mercy, died September 27, 1721, aged sixty-three. But few of the descendants of Mr. Freeman in the male line reside in the town.

Samuel Sears, son of Paul and grandson of Richard Sears, born in 1663, settled not far eastward of Bound brook. His first house was built upon the spot where the house of Constant Sears stands. His second was built where the late Samuel Ripley Sears' house stands. The last one was taken down but a few years ago. Mr. Sears was a large land holder. He married Mercy, daughter of Samuel and Tamsin Mayo, and died January 8, 1741-2. His wife died January 20, 1748, in her eighty-fourth year. He had two daughters; his sons were: Samuel, Nathaniel, Jonathan, Joseph, Joshua, Judah, John, Seth and Benjamin. Joshua, Judah and Benjamin removed from town.

Thomas Freeman, son of Major John Freeman of Eastham, born in 1653, married Rebecca, daughter of Jonathan Sparrow, December 31, 1673, and not long after settled upon land here, which he had of his father. He was a very prominent man in the settlement, was one of the petitioners for the incorporation of the town, and in 1700 one of the founders of the first church. He was the first town clerk whose name appears upon the first book of Harwich records, and one of the first selectmen of the town. He died February 9, 1715-16. His wife, Rebecca, died in 1740, aged eighty-five years. He was the first deacon of the church. He had ten children. His sons, Thomas, Edmund and Joseph, were prominent men.

Joseph Paine, son of Thomas and Mary Paine, born in Eastham, married Patience Sparrow, daughter of Jonathan, Esq., and sister of the above Rebecca, who married Thomas Freeman. He was one of the founders of the church in 1700, and one of the first selectmen. He succeeded Thomas Freeman as town clerk in 1706. He died of a fever while in office, October 1, 1712. His children were: Ebenezer, Hannah, Joseph, Richard, Dorcas, Phebe, Reliance, Thomas, Mary, Jonathan and Experience. But few of his descendants yet remain in town. Prof. J. K. Paine, of Harvard College, is a descendant.

Thomas Crosby came from Eastham, where he had been a resi-

dent many years, and settled in the east part of the town. He was a graduate of Harvard College in 1653, and was some time after 1655 in charge of the church at Eastham. He was a trader in Eastham as well as here. He died at Boston, suddenly, while there on business, June 13, 1702. He was one of the first members of the first church in 1700. By his wife, Sarah, he had twelve children: Thomas, Simon, Sarah, Joseph, John, William, Ebenezar, Mercy, Ann, Increase and Eleazar. Mercy, Ann and Increase were triplets. All the Crosbys of the town are his descendants. It is understood that he was the son of Mr. Simon Crosby, who came from England and settled in Cambridge.

James Cole came from Eastham, where he was born November 30, 1655. His father was Daniel Colè. He was one of the petitioners for the incorporation of the town. He died in 1717.

William Parslow was an early resident. He married Susannah Wing and settled in the north part of the town. He has no descendants here.

John Gray was a native of Yarmouth. He married Susannah, daughter of Andrew Clarke, about 1693, and settled upon a tract of land on the east side of the river at West Brewster. His house stood not far from the house of Nathan Kenny. He was a wealthy and influential citizen. He died March 31, 1732, aged sixty years. His wife died September 10, 1731, aged fifty-seven years. He left sons and daughters. He has no male descendants in Brewster.

Stephen Hopkins, son of Giles Hopkins of Eastham, removed from that town about 1702, and settled upon land which he received from his father. He was twice married. His first wife was Mary, daughter of William Merrick, and his second wife was Mrs. Bethia Atkins. He died October 10, 1718, aged seventy-six. He had six sons, who settled in the town, and three daughters.

William Myrick came from Eastham and settled within the limits of the town after 1670. He was the eldest son of William Merrick and was born in 1643. He was a prominent man in the settlement, was one of the eight who formed the first church, and was a selectman of Harwich several years. He was twice married. His first wife was Mary, daughter of Giles Hopkins, and his second wife was Elizabeth. He died October 30, 1732, aged eighty-nine years. He had a large family. His son, Nathaniel, born in 1673, was a prominent man.

Jonathan Bangs, son of Edward Bangs, it appears, was not a resident until after 1694. He inherited his father's possessions between Sauquatuckett river and Namskaket, which belonged to him as a "Purchaser or Old Comer." He married Mary Mayo, July 16, 1664. She died January 26, 1711, in her sixty-ninth year. His second wife, Sarah, died June, 1719, aged seventy-seven, and in 1720 he married

Mrs. Ruth Young, daughter of Daniel Cole. His sons were Edward, Jonathan and Samuel. But a few of the descendants bearing the name yet reside in the town.

Among the settlers between 1700 and 1750 were Thomas Lincoln, Jonathan Lincoln, Nicholas Snow, Edward Snow, John Snow, James Maker, George Weekes, Robert Astine, Judah Berry, Jonathan Cobb, Chillingsworth Foster, John Mayo, John Tucker, Gershom Phinney, John King, John Fletcher, David Paddock, Ichabod Vickerie, Patrick Maraman, Richard Godfrey and Seth Dexter.

INDUSTRIES.—The manufacture of salt by solar heat began to be an important industry in the place while it was a part of Harwich, and continued for some years after it was a town. It was estimated that in 1809 there were between sixty and seventy thousand feet of works within the township. The first to suggest the use of the pump mill in filling the vats with salt sater was Major Nathaniel Freeman, of this place, in 1785. The use of the rolling roof to cover the vats in case of rain, was the invention of Reuben Sears of this place, a carpenter, in 1793. This industry was one of profit at the start, and so continued until the last war with England, when it began to decline.

Before the revolution this part of Harwich was largely interested in the whale fishery. The vessels engaged were sloops and schooners. The business was lucrative, and the neighborhood was greatly benefited. The foremost in the business was Benjamin Bangs. He had several vessels which pursued the business in the Gulf of St. Lawrence. The industry was greatly disturbed by the revolutionary war, and was finally given up. In 1803 only two fishing vessels were employed. After this time some interest was taken in the fisheries, but not as formerly. In 1845, there were four vessels employed in the cod and mackerel fishery. At the present time no vessel sails from the town. The culture of the cranberry is now engaged in to a considerable extent.

POPULATION.—The population of the town according to the United States census reports has been: In 1810, 1,112; in 1820, 1,285; in 1830, 1,418; in 1840, 1,522; in 1850, 1,525; in 1860, 1,489; in 1870, 1,263; in 1880, 1,144.

MILITIA.—This town was noted for its interest in military affairs. In 1810 a company of artillery was organized here, with Benjamin Foster, captain, who served till June 2, 1812, when he was succeeded by Abiel Crosby. Jeremiah Mayo succeeded Captain Crosby March 11, 1819, and served until July 18, 1820, when he was succeeded by Freeman Higgins. Captain Higgins was succeeded by William Shiverick, in 1822, who, May 20, 1823, was succeeded by Joshua Winslow. With the company of artillery organized at Falmouth in 1806, a batallion of artillery was formed, which, with three Barnstable county regiments

of infantry, formed the Third Brigade of the Fifth Division of Massachusetts militia. The majors of this battalion, belonging to Brewster, were Benjamin Foster, commissioned May 2, 1811, and Jeremiah Mayo, his successor, May 29, 1820. The adjutants of the battalion residing here were: Joseph Sampson from 1812 to 1815; William Freeman from 1815 to 1819; and Ezekiel H. Higgins from 1819 to 1823. The battalion was disbanded in 1831.

Major Elijah Cobb, of this town, was promoted to the office of brigadier general of the Third Brigade, April 11, 1815, by election, and was duly commissioned, taking the position made vacant by the resignation of General Lothrop, of Barnstable. General Cobb appointed as his staff officers from this town, Joseph Sampson, brigade major, and Freeman Foster, brigade quarter-master. General Cobb was succeeded in 1821 by Major Jonathan Mayo, who had served as major of the battalion. Brigadier General Mayo was succeeded by Colonel Ebenezer D. Winslow in 1830, who held the position until 1833, when Colonel Sabin Smith succeeded him. While Brigadier General Winslow was in command of his brigade, he for a short period acted as major general of the Fifth Division, in the absence of Major General Washburn.

Before the revolutionary war, West Brewster was long the headquarters of the Second regiment of militia. Thomas Winslow, who resided westward of the river, was the colonel many years. His son, Zenas Winslow, was some years lieutenant colonel, after 1775, of the militia, while Samuel Knowles was colonel. Colonel Thomas Winslow was a man of note. He occupied many important civil positions, and died April 10, 1779. The following is the inscription upon the stone erected at the head of his grave in the Warden burying ground at East Dennis:

"In memory of the Hon. Thomas Winslow, who departed this life, April 10, 1779, in the 75th year of his age."

RELIGIOUS SOCIETIES.—The first church here was the Congregational, organized October 16, 1700. The members, beside the pastor, who that day put their names to the covenant were Thomas Crosby, William Merrick, John Freeman, Thomas Freeman, Edward Bangs, Simon Crosby and Joseph Paine. This church, after the division of the town into precinct or parishes in 1747, and upon the organization of the Second or South church, that year, was called the First church.

The first pastor, Rev. Nathaniel Stone, was a native of Watertown, Mass., born in April, 1667. He was graduated at Harvard College in 1690, and came to Harwich to preach some time before the church was gathered. A sermon he preached here Sunday forenoon, March 6, 1697-8, from Lam. 3.33 is yet preserved. He continued in the ministry here until his death February 8, 1755, in his eighty-ninth

year. Mr. Stone had as a colleague in the ministry after 1748, Mr. Dunster. He was "a man of piety, of talents and of firmness, much revered and beloved by the people of his charge." He left a record of the church over which he was so long pastor, which is carefully preserved. He married Reliance, daughter of Governor Thomas Hinckley of Barnstable, and was the father of twelve children. His eldest son, Nathan, born in Harwich, February 18, 1707-8, graduated at Harvard College in 1726, and settled in the ministry at Southboro, Mass., in 1730, where he died in 1781. His son, Nathaniel, born November 29, 1713, died in 1777, was a prominent man in this parish. Mrs. Stone, wife of the minister, died May 24, 1752, in her eighty-fourth year. Mr. Stone's house stood but a short distance northerly from the house of Captain William Freeman.

Rev. Isaiah Dunster, the second pastor of the old church, was born in Cambridge, October 21, 1720. He was educated at Harvard, and graduated in 1741. He was ordained as the colleague of Mr. Stone, November 2, 1748, and was continued in the ministry here till his death, January 18, 1791. His first wife was Hannah, daughter of Rev. Josiah Dennis of Yarmouth. His second wife was Mary Smith of Pembroke. Rev. John Simpkins, jr., his successor, was born in Boston, April 18, 1768, was graduated at Harvard College in 1786, and was ordained pastor, October 19, 1791. He continued in the ministry here till 1831. His death occurred at Boston, February 28, 1843. His wife, Olive, died at the same place, April 14, 1844, in her eighty-first year. They were both interred at Mt. Auburn. He married Olive, daughter of Nathaniel Stone, Esq., and had children: Caroline, Nathaniel S., John, Samuel G. and Elizabeth. Mr. Simpkins' house was standing a few years since. The site is now marked by the house of Captain William Freeman.

The successor of Mr. Simpkins was Rev. Samuel Williams, who was ordained April 25, 1832. He was born in 1803, and graduated at Harvard College in 1824. He continued in the ministry here until 1844. He married Temperance Mayo of this town. He died at St. Paul, Minn., October 21, 1884.

Mr. Williams was succeeded by Rev. James L. Stone in 1845. He remained here several years. His successor was Rev. F. R. Newell, who was installed November 13, 1847. Mr. Newell was pastor to September, 1853. He married Miss Mary D. Berry of this town. He died some years ago. Among those who supplied the pulpit until Mr. Chaffe came were Revs. Bellows, Pratt, Damon, Bridge and Ponds.

Rev. Nathaniel O. Chaffe supplied the pulpit from December, 1853, till 1855. Revs. Mosely and Orril followed Mr. Chaffe as supplies till the meeting house was closed for repairs. After being opened, Rev.

Moses G. Thomas supplied the pulpit a while. From 1856, Rev. Thomas W. Brown occupied the pulpit until 1864, when he closed his labors here and became pastor of the Sandwich church.

The successor of Mr. Brown was Rev. Horatio Alger, jr., from December 8, 1864, until 1866, followed by Rev. George Dexter, who continued pastor until 1870. Rev. James H. Collins succeeded Rev. Mr. Dexter, May 7, 1870, and was succeeded in 1872 by Rev. Thomas Dawes, who is yet pastor of the church.

The first deacon of this church was Thomas Freeman. He was chosen to the office November 28, 1700. Upon his death, which occurred in 1716, "Mr. Thomas Crosby and Thomas Lincoln were chosen by ye Chh with ye concurrence of their pastor to succeed in that office." Deacon Crosby was succeeded by Chillingsworth Foster and Deacon Lincoln by Joseph Mayo, in 1740. At the death of Deacon Foster, in 1766, the "Chh made choice of Bro. Heman Stone and Bro. Edmund Freeman to serve in the deacon's office, the pastor the same time consented."

The first house of worship erected in this place stood near or where the present Unitarian church stands. In 1713, it having been found too small for the accommodation of the inhabitants of the town, a vote was passed in town meeting, October 14th, "to build an addition to the back side or end eighteen feet in breadth, and so from end to end of the meeting house as high as the walls." This house had no pews, excepting one occupied by the minister's wife. The enlargement of the house caused the town to appoint a committee to have the seating "of parsons or to place parsons where they should sit in the meeting house." In 1715, two of the prominent attendants, Captain Samuel Sears and Lieutenant Thomas Clarke, thought they would like to have pews, so permission was granted them, upon condition they would "fill them as full as convenient;" and a committee was appointed with instructions to lay them out in some vacant place at each end of the meeting house, and "not to straiten the allies" in doing so. This enlargement seems not to have been sufficient for Mr. Stone's growing congregation a few years later. In 1722 a vote was passed in town meeting to erect a new meeting house near the site of the old house of worship, and a committee of five, all north side men, was appointed to carry on the work at the "town's cost." Their instructions were to build it as they thought proper as to "length, breadth and height," and have it "built with good timber, boarded, shingled, clapboarded, plastered and glazed." The meeting house was completed and places for pews sold in September, 1723. This house had galleries, as three seats in the men's galleries were reserved for older boys to sit in. No boy above twelve years of age sat in the galleries, it seems, at this time. The old edifice, the records say, was given to

John Mayo, who had been "burned out," to make up in part the loss he had sustained.

In 1760 the meeting house underwent repairs at the expense of the precinct, under the supervision of Benjamin Bangs, Colonel Thomas Winslow and the precinct committee, viz.: Edmund Freeman, John Snow and Jabez Snow. Besides repairing, a steeple was added, on which was placed a "ball and vane;" a small porch added on the front side, and new pews made. This meeting house was enlarged in 1796, and a tower and steeple erected at the west end to the height of 110 feet. In 1834 the old house of worship was taken down and the present one erected upon the site.

The Reformed Methodist Society was formed in this town in 1822. The meeting house occupied by the society stood in West Brewster, near the old Methodist cemetery. It was taken down a few years since. It was known as the old "Red Top." Many of the early members of the society had been members of the first Methodist Society in Harwich.

The Universalist Society was organized in November, 1824. The first members were: Gen. Elijah Cobb, Freeman Foster, Isaac Lincoln, Isaac Lincoln, jr., E. D. Winslow, Barnabas F. Cobb, Jonathan Thacher, Barnabas Thacher, Heman Griffith and Theophilus Berry. The first house of worship was erected in 1828. It stood on the south side of the road, nearly opposite the present town hall. Upon the building of the new church edifice, in 1852, it was removed about one half of a mile westward, and converted into a dwelling house, which for a time was used as a hotel, and known as the "Ocean House." The second house of worship was dedicated December 1, 1852. The society, becoming reduced by deaths and removals, the house of worship was sold to W. W. Knowles. The surviving members, and others in sympathy with them, erected the chapel in 1879 in which services are now held. The present pastor is Rev. C. A. Bradley. Upon the dedication of the first house of worship, in 1828, Rev. Charles Spear, well known in after years as "the prisoner's friend," was ordained, a church organized, Sabbath school and an efficient benevolent organization established. Mr. Spear remained with the society until 1832. The following are the ministers who have served the society since 1832: Revs. Abraham Norwood, 1833; N. Gunnison, 1837; J. V. Wilson, 1839; T. K. Taylor, 1840; S. Bennett, 1843; N. B. Newell, 1845; O. W. Bacon, 1848; W. Bell, 1849; Cyrus A. Bradley, 1851 to 1857; Luther Walcott, 1857; Thomas Walton, 1858, and Cyrus A. Bradley, who has been pastor here and at Yarmouth Port since 1873.

The Baptist church was constituted December 23, 1824. The first members were: Nathaniel Hopkins, Samuel Berry, Elisha Crocker, John Wing, Barack Eldridge, Jonathan Gray, John Bangs, Lucy

Atwood, Betsey Crosby, Elizabeth Hopkins, Abner Robbins, Sarah Crocker, Betsey Berry, Priscilla Snow, Nancy Mayo, Sally Winslow, Betsey Doane, Judith Robbins, Hannah Wing, Clarrisa Winslow, Polly Bangs, Betsey Crosby, Sarah Harris, Dida McCloud, Hannah Crowell, Lydia Crowell, Polly Rogers, Polly Clark, Rhoda Sears, Patience Eldridge, Tabatha Hopkins and Abigail Dillingham. Most of these persons had been members of the Baptist church in Harwich, and were dismissed to form this church. The first deacons were Elisha Crocker and Abner Robbins. For some time after its organization, the church, it appears, had no regular pastor. Rev. Otis Wing, a native of the place, and just ordained as a Baptist minister, supplied the pulpit a period. Rev. Stephen Coombs, who also had just entered the ministry, supplied awhile. Rev. Jesse Pease preached here as a supply. Rev. John Peak, while pastor of the Hyannis church, and after his dismissal, preached here occasionally. He preached here several Sabbaths in 1828, at which period, of the eight Baptist churches in the county, only one, the West Yarmouth Baptist church, had a pastor. The following is the list of those who supplied the pulpit between 1833 and 1861: Revs. Henry Marchant, Calvin Clark, Thomas Conant, David Culver, Joshua L. Whittemore, Stephen Coombs, John Upton, Enoch E. Chase, Phineas Bond, Robert Lentell, T. Wakefield, Franklin Daman, Mr. Conant, N. B. Jones, D. P. French, Mr. Byrne, Mr. Upton, Mr. Demings, Charles G. Hatch, E. E. Chase, J. M. Mace, Joseph H. Seaver, W. W. Ashley, A. J. Ashley, Mr. Hill, A. J. Ashley, Mr. Bronson and Mr. Sherman. In 1861, Rev. Joseph Barbour came. Since 1861, beside the present pastor, Rev. J. S. Johnson, the ministers have been: Revs. E. T. Hill, George Carpenter, J. Wassal, Mr. Adlam, Joseph B. Reed, William R. Elsdon, D. C. Easton, O. P. Bessey, William H. Fish, F. Purvis, T. P. Briggs and J. C. Lamb. The first meeting house of the society was erected in 1828. The present one was erected in 1860, near the site of the first structure. Elisha Crocker, for a long time the church clerk, is at present a deacon.

VILLAGES.—West Brewster was once a village of importance. It includes what was formerly designated Factory Village, Winslow's Mills, and Brewster's Mills. The Indian name of the whole region, stretching from each side of the river, was Sauquatuckett, which for the sake of brevity has long been called Satucket. It was on the east side of the river, in "Sachemas Neck," that the Indian sachem, Sachemas had his planting ground and probably resided. All territory bordering on the east side of the river below the road, when the settlers came, had been cleared, and was known as the "Indian fields."

The first grist mill built on the river, stood near on the spot

where the present one stands. It was built through the efforts of Governor Thomas Prence before 1662, for the benefit of the Eastham settlers who brought their grists here. Who the first miller was, is not positively known, but there is some evidence that John Wing was among the first. The records of Eastham show that Mr. Freeman was asked to agree with John Wing for the building of a chimney adjoining the mill. This mill finally passed into the possession of the Clarkes, Grays and Winslows.

Very near the grist mill, a fulling mill was erected at an early date. It passed into the hands of Kenelm Winslow, the second of the name. A fulling mill belonging to Kenelm Winslow, was burnt here on the night of February 24, 1760, consuming, it was estimated, one thousand pounds worth of cloth which had been left here by persons living in various parts of the county.

In 1814, a company, consisting of Kenelm, Isaac, Nathaniel, Abraham, Nathan, Josiah, Joseph and John Winslow, started a woolen factory in connection with the fulling mill upon Stoney brook, which was in operation several years; but not proving successful, a cotton factory was started in its stead, and after several years of trial, the the manufacture of cotton goods was given up and wool carding and paper making were engaged in. The site of these factories is now marked by the grist mill, erected a few years since by Bartlett Winslow and T. D. Sears, and now owned by J. Howard Winslow. The fulling mill, in connection with the woolen factory, was for awhile in charge of Josiah Wilder, afterwards of Truro, whilst the grist mill was in charge of Heman Winslow.

The Clarkes and Wings had a tide mill on the river near the house of T. D. Sears, which was not long in operation. The erection of this mill was about the middle of the last century. Many of these mills were erected about that period, in various parts of the county.

The traders here have been: Abraham Winslow, Frederick Winslow, Nathan S. Dillingham, Nathan Winslow, Elijah B. Sears and B. B. Winslow. Abraham Winslow's store stood near the river. He commenced business quite early in the century. Mr. Dillingham removed to Boston and carried on business, and died a few years since. Mr. Sears' store was west of the river on the road to East Dennis. He removed to North Harwich about 1866 and opened a store. Bartlett B. Winslow commenced the stove and tin plate business in 1854, in a store on the north side of Main street near his dwelling house, which he sold in 1866. Taking in Benjamin Freeman, jr., as partner, he built the same year a much larger store on the opposite side of the street, in which was carried on the stove and tin plate business, in connection with the grocery trade. In 1868 he purchased Mr. Freeman's interest, and continued

the business until 1876, when he sold out his interest in the stove and tin plate department to Thomas D. Sears. In 1884 he sold out his other store business to Mr. Sears, and is now engaged in the cranberry culture. Mr. Sears, in 1887, sold his interest in the grocery business, which is carried on in the store on the lower floor of the building, to F. B. Crocker, who still continues in the business. Mr. Sears yet remains in the tin plate and stove business.

Isaac Dillingham was engaged here in 1839 in the manufacture of tin, sheet iron and copper ware, and was a dealer in cooking stoves, etc. William Winslow carried on the tanning and currying business on the east side of the river prior to 1871.

The cabinetmakers long established here were Joseph and John Winslow. The shoemaker was Freeman Winslow. He was actively engaged here about 1819. The latter was Rev. Davis Lothrop, who died at West Harwich in 1889.

The present trader on the west side of the river is Eben F. Ryder, who is the postmaster.

The knitting factory, the only important manufacturing establishment of the place, was started some years since by Robbins & Everett. They first occupied a small building near T. D. Sears' store. After a few years they built a larger two-story building on the north side of the road, westward of B. B. Winslow's house. Mr. Everett retired in 1889, and the business is now carried on by Albert Robbins, the senior partner.

The first postmaster of the place was Dean Bangs. He was appointed April 26, 1826. At first the post office designation was "Brewster Mills." After several years it became West Brewster. Mr. Bangs was a school teacher and wheelwright. He was succeeded by Joshua Winslow, who was appointed March 22, 1832. The postmasters since then have been: Frederick Winslow, appointed March 23, 1836; Freeman Ryder, July 26, 1839; Clarissa Winslow, May 31, 1848; Nathan Winslow, November 7, 1850; David Harwood, Rodolphus McCloud, Mercy Ryder and Eben F. Ryder.

This part of the town is somewhat noted for its old houses. The one standing on the north side of the road, about forty rods eastward of Bound brook, where the road crosses, and occupied some years since by the late Miss Vienna Sears, is the house in which Captain Isaac Sears, the distinguished "son of liberty," who figured in New York as "King Sears," first saw the light. It was built in 1719 or 1720 for Joshua Sears, the son of Samuel, the settler, who, in 1736, removed with his large family to Norwalk, Conn. Isaac Sears was born here in 1730, and was, it will be seen, a lad when his father removed. He finally settled in New York, and was one of the foremost there in opposing the enforcement of the stamp act of 1765. But few men

were better known in New York during the years preceding the revolutionary struggle, or were more active in the cause of liberty. At the close of the conflict he engaged in seafaring business. On a voyage to Batavia and Canton he died of a fever, October 28, 1786, and was buried on French island. The old house has been in the possession of the Sears family since its erection. A few years since it underwent repairs. Near it, to the southward, is the old Sears burying ground, where many of the early residents by the name of Sears lie buried. Within a few years it has been enclosed with a durable fence of stone and iron. On the old road from the Mill brook to Dennis, eastward of the house of Jeremiah Walker on the north side of the road, stands the house built for Judah Sears about 1731. It is of the style of that age, two stories in front and one story in rear. It is now much in need of repairs. Judah Sears was a son of Samuel and brother of Joshua Sears, and removed after 1752 to Rochester, Mass.

The date of the erection of the old Dillingham house on the north side of the lower road, not far eastward of Quivet meadow, is not known, but there is an impression existing that it was built very early in the last century. It stands very near, if not upon the site of the first house built by John Dillingham, the settler.

The house now occupied by Mrs. Julia Winslow and the one next westward, formerly occupied by Joseph Winslow, are considered quite old. These houses stand on the high ground just east of the river. Mrs. Winslow's house was formerly occupied by Nathan Winslow.

The Dillingham burying ground, on the road to East Dennis west of the river, on the north side of the road, is the oldest in this part of the town. The oldest stone bearing an inscription is the one to the memory of John Dillingham, the settler, who died "May ye 21, 1715."

The village of Brewster includes the central part of the town, and is the principal one in the town. It contains the Unitarian church, Baptist church, the town hall, library building, and most of the stores in town. This portion of the town was not so early settled as the west part. Among the early residents were Thomas Freeman, Jonathan Bangs, Edward Bangs, Chillingsworth Foster, Joseph Paine, Stephen Griffith, John Mayo, James Cole, Judah Berry, William Merrick and Edward Snow.

Prominent among the traders here before 1800, were Edward Bangs, Nathaniel Stone, Benjamin Bangs, Silvanus Stone, John Silk and Benjamin Bangs.

Edward Bangs had a store and public house where the Unitarian parsonage stands. He was in business here in 1709, in which year

his barn and its valuable contents were consumed by incendiary fire. He died in 1746.

Nathaniel Snow occupied a store near his house, which stood just north of the house of Captain William Freeman. He was a man of business in every respect. He was succeeded in business by his son, Silvanus Stone, who continued in trade after the beginning of the present century.

Benjamin Bangs, a grandson of the innholder and shop keeper, Edward Bangs, commenced business on the old place during the middle of the last century. He was first engaged in sea-faring business. He was a very successful merchant. He was interested in the whale fishery, and fitted out whale vessels. He died in 1769. His son, Benjamin Bangs, carried on the store business here before and after 1800. He was also successful. He died in 1814. The old house in which these three traders lived was taken down in 1868, and the present house, occupied by the pastor of the Unitarian church, was built.

John Silk, an enterprising citizen, opened a store on the north side of the road opposite E. E. Knowles' house. He was an Irishman from the county of Kilkenny. He died in 1793. His widow married Edward O'Bryan who was for some time postmaster here.

Jeremiah and David Mayo had stores here a quarter of a century ago. Elisha Crocker, jr., with Mr. Kimball, opened a store a short distance east of the Unitarian church in 1852. They sold out their business in the fall of that year to W. W. Knowles, who continued the business at this place until 1866, when he purchased the Universalist church, fitted it up for a store, and removed his goods to it, and has since remained here. In 1880 he took in his son, William M., and they now carry on the business under the firm name of W. W. Knowles & Co.

Warren Lincoln opened a store in his house in 1853. In 1855 he bought the building occupied by Nathan Winslow as a store in West Brewster, and removed it to the present site, and opened a store; since which time he has continued in the business.

Freeman Atwood, who opened a grocery store here in 1877, and his son, Freeman D., have a fish weir on the flats, which was first put up in 1857. Near Mr. Atwood's place is the old Atwood House, over a century old, the timber of which, it is said, was cut near by.

The first postmaster at Brewster was Silvanus Stone, appointed July 1, 1804. His successors have been: William Stone, appointed October 1, 1805; Edward O'Bryan, March 8, 1810; Joseph Sampson, October 1, 1815; Jeremiah Mayo, February 11, 1833; Dean Bangs, May 8, 1849; Ebenezer H. Knowles, April 3, 1851; Joseph C. Crosby, Martha B. Huckins, W. W. Knowles, and Frank S. Allen, the present incum-

bent, who was appointed in 1887. Mr. O'Bryan for a while kept the office upon the spot where Miss Matilda Cobb's house stands. Mr. Stone kept the office in his store; Doctor Sampson kept it on the corner, while General Jeremiah Mayo kept it where Captain E. E. Knowles now resides, it being then his place of residence.

The Brewster Ladies' Library Association was organized by the ladies of the village, December 23, 1852. By the persistency, steadfastness and zeal of the members from very humble beginnings, it has now in its possession and management a fine building and library. The building stands a few rods west of the Baptist church on the south side of the road. The rear part of the present structure was the first erected for the library purposes in 1868. The funds for its erection were obtained by the young ladies through entertainments given by them, and from a generous contribution by the late Joseph Nickerson of Boston, a native of the town. The library has increased from 210 volumes in 1852 to over three thousand volumes in 1889. The officers for 1889 were: Miss Lolie Bangs, president; Miss Hattie Burrell, vice-president; Mrs. Zoeth Snow, secretary and treasurer; Misses Lottie Snow, Sallie Foster, and Mrs. H. J. Collins, directors; Mrs. Emily B. Rowe, librarian.

East Brewster is the post office designation of the territory in the northeast part of the town. Among the early settlers here were Stephen Hopkins, Mr. Thomas Crosby, James Maker, William Freeman, Richard Godfrey, William Baker, Nicholas Snow, David Burgess, John King and John Snow. The principal settlement now is along the main road, which the records show was laid out by the town of Eastham in 1668.

The first merchant in this section of the town was Mr. Thomas Crosby, formerly of Eastham. He went to Boston on business in 1702, and died there quite suddenly. Mr. Crosby was engaged for awhile as minister in Eastham, before Rev. Mr. Treat came. George W. Higgins of Orleans came to the village before 1827 and commenced business as a trader. He sold out and went west. He was succeeded by Mrs. Cynthia Norway. Joseph Foster was her successor in 1862. He died in 1877. The store in 1878 was sold to Reuben Chapman, who in partnership with his brother, Joseph C., carries on business as Chapman Brothers, dealers in dry goods, groceries and hardware.

The post office was established here in 1826, with George W. Higgins as postmaster. He held the office for more than thirty years, and was succeeded by Mrs. Cynthia Norway in 1857. Her successor in 1862 was Joseph Foster; but he dying in 1877, his widow, Emiline Foster, succeeded him. She was succeeded in 1886, by Joseph Chapman, who now holds the office.

The fishing business was carried on to some extent at the shore some years since, and also the manufacture of salt. The physician of the neighborhood for more than twenty-six years after 1800 was Dr. Nathaniel Hopkins, a native of the place, father of Dr. Thomas, who died here a few years since, and grandfather of Thomas S. Hopkins, a lawyer of distinction in Washington, D. C.

South Brewster is the post office designation of all the territory south of the railroad station to the ponds between the town and Harwich. There are several small clusters of houses within the limits of the territory. The business quarter is at the railroad station. Here are the wholesale grain store of Richard F. Hopkins, established in 1881, and the wheelwright shop of Henry Hopkins. Among the traders in this section years ago was Nathaniel Myrick, who was the postmaster for many years.

The post office is now kept at the railroad station. Richard F. Hopkins has been postmaster since 1882, succeeding his father, Richard H. Hopkins, who was appointed in 1871. He was the successor of George Hopkins, who held it at the station while he was station agent.

The Cape Cod Central railroad was opened through this place in 1865. Among the station agents, besides the present one, R. F. Hopkins, have been George and Richard H. Hopkins. The old road to Chatham, laid out before 1682, passes through this section of the town. The principal merchant of the neighborhood is Richard F. Hopkins. He deals in corn, flour, hay, etc. Not far southwest from the station, on the road to Harwich, many years since, stood the edge tool manufactory of William Burgess.

OFFICIAL HISTORY.—From the organization of the town until it was united with Orleans and Eastham in 1857, as stated at page 47, Brewster was represented by the following named persons. The first year of service is the year preceding the man's name, and the number of years he served, when more than one, follows: 1803, Isaac Clarke, 11 years; 1809, Elijah Cobb, 8; 1821, Isaac Foster, 2; 1827, Benjamin Berry, 4; 1830, Jeremiah Mayo, 2; 1834, Albert P. Clarke, 5; 1835, Nathaniel Crosby, 2; 1837, Solomon Freeman, 2; 1838, Josiah Foster, 2; 1840, Freeman Foster, 2; 1841, Benjamin Paine, 4; 1844, Elijah Cobb; 1848, Winslow L. Knowles; 1849, Josiah Seabury, 4; 1856, Tully Crosby, 2.

At the first election of officers for the new town, in 1803, the selectmen chosen were: Jonathan Snow, who served 6 years; Anthony Gray, who served 2 years; and Kenelm Winslow, who served 3 years. In 1805 Jonathan Berry was first elected, and served 2 years; in 1806, Joseph Sears, who served 3 years; in 1807, Joseph Snow, 2 years; 1809, David Foster, 2 years; Elijah Cobb, 2; and Abraham Winslow,

3; 1811, Isaac Clark, 8; and Solomon Freeman, 4; 1812, Thomas Seabury; 1813, William Crosby, 14; and David Nickerson, 3; 1816, Benjamin Berry, 15; 1819, Joseph Smith, 9; 1825, Joseph Crocker, 2; 1827, Dean Bangs, 5; 1828, Isaac Foster and Lewis Howes; 1829, Jonathan Freeman; 1831, Franklin Hopkins, 4; 1832, Kenelm Winslow, 3; 1833, Richard Harding, 5; 1834, Samuel Myrick, 8; 1835, Nathan Sears, 4; 1839, Ebenezer Higgins, 8; and Anthony Smalley, 10; 1840, Theodore Berry; 1844, Jeremiah Mayo, 11; and Joshua Clarke, 7; 1848, Dean Bangs, 2; 1849, David Mayo, 2; 1850, Nathan Winslow, 5; 1851, Solomon Freeman, 8; 1854, Jonathan Freeman, 2; 1855, Elisha Crocker, 3; 1857, Bangs Pepper; 1858, Constant Sears and Benjamin Paine; 1859, Benjamin Freeman; Tully Crosby, 3; 1860, Rudolphus McCloud, 2; 1861, Zoeth Snow, jr.; 1862, William Winslow, 2; and Charles S. Foster, 27; 1864, Bailey Foster; and Strabo Clark, 4; 1866, Samuel H. Gould; 1867, Francis Baker; 1868, Joseph Foster, 2; 1870, Eben F. Ryder, 6; and Samuel T. Howes, 5; 1875, Charles Freeman, 6; 1876, Josiah Foster, 5; 1878, Thomas D. Sears, 7; 1884, Godfrey Hopkins, 6; 1885, John H. Clark, 6; 1889, Charles E. Sears, 2; 1890, Tully Crosby, jr.

The first clerk and treasurer of the town was Sylvanus Stone, elected in 1803. His successors have been elected as follows: In 1805, Joseph Smith; 1818, Benjamin Foster; 1824, Elijah Cobb; 1828, Jeremiah Mayo; 1831, Benjamin Mayo; 1832, Freeman Mayo; 1840, David Mayo; 1848, Dean Bangs; 1858, Samuel H. Gould; 1861, Charles S. Foster; 1889, Freeman M. Snow.*

The following report of the meteorological condition of Brewster during the year 1889, together with a summary of its mortality and condition of health, was contributed by Dr. F. A. Rogers, from his own observation of the meteorological condition from day to day during the year 1889.

The mean atmospheric pressure for the whole year was 30.01 inches, which is very little above the true mean average pressure. In July the average pressure was normal, but during the months of February, June, August, September, October, November and December the pressure was above the normal, while January, March, April and May showed considerable departure below the true mean pressure. During the month of August there was the least variation for the year, while December was noted for the greatest range. The range for the year was 1.996 inches.

The precipitation for the year was an average of about four inches each month, but considerable variation existed between the different months. June was the dryest month, and August took the lead for the amount of rainfall. During the year sixteen inches of snow fell; ten inches in February and six inches in December, a little trace falling in March.

* Mr. Paine's manuscript ends here.—*Ed.*

As compared with the south side of Cape Cod, Brewster enjoys comparative freedom from fog.

Remarkably high winds are rare. During the year 90,726 miles of wind passed over Brewster, an average of ten miles per hour. The month of most wind was March, 9,783 miles, while August had only 4,886 miles. The greatest velocity for January was 42 miles; for February, 37 miles; March, 35 miles; April, 30 miles; May, 27 miles; June, 27 miles; July, 25 miles; August, 21 miles; September, 34 miles; October, 29 miles; November, 57 miles, and for December, 38 miles.

Brewster enjoys a comparatively even temperature. As compared with the south side, it is cooler in summer. Very low temperatures do not occur. The lowest for the year was 5°, on February 24th; at no other time during the year did the temperature fall below 10° above zero. The mean temperature for the winter months was 37°, and for the summer months, 67.3°. Once, on July 2d, the thermometer recorded 88° in the shade, but as a whole the summers are noted for being cool and comfortable. On only twenty-seven other days during the season did the thermometer reach 80° or more. The nights in summer average 16° cooler than the days, and during the whole year the mean average range is 14.8°.

This peculiar even condition of the atmosphere favors the healthfulness of the inhabitants. By not subjecting the body to the debilitating effects of a continued high temperature, diarrhoeal diseases are very infrequent. Malaria is comparatively unknown, and during the past seven years not a single case of typhoid fever is known to have originated in town, but all the cases which have occurred here originated elsewhere. Among the diseases met with here, as elsewhere in the county, are consumption, acute lung diseases, measles, scarlet fever, whooping cough and the like, while diphtheria and croup, which very rarely occur, are generally of a very mild type.

The total number of deaths occurring in town during the past ten years was 161, an average of sixteen deaths each year. During the year 1883 the greatest number of deaths occurred, and in 1887 the least. Out of this number only twelve were children; the majority of those who died being past the middle period of life.

BIOGRAPHICAL SKETCHES.

Freeman Atwood, born in 1827, is one of eleven children of Barnabas, and grandson of Captain Barnabas Atwood. He married Cordelia T., daughter of Francis Cahoon. They have four children: Freeman D., Annie C., Myra L. and Eunice F.

Elisha Bangs, born in 1804, was a son of Elkanah and Sally Bangs. He followed the sea from 1818 until 1849, twenty-seven years as master mariner. From 1849 until his death in 1886 he lived retired at

his home in Brewster, where his widow and daughter now reside. Mr. Bangs married Sarah H., daughter of Freeman and Mehitabel (Low) Foster. They had five children, three of whom are living: Elisha D., Herbert H. and Loella F.

Rev. Cyrus A. Bradley, born at Dracut, Mass., in 1822, is a son of Amos and Nancy (Varnum) Bradley. He entered the ministry in 1845. Rev. Bradley married Lucretia, daughter of Freeman and Mehitabel (Low) Foster, granddaughter of David, who was a son of Isaac, and grandson of Chillingsworth Foster, who built a residence in Brewster in 1699, which was rebuilt by David Foster about 1793. This homestead was owned by the Foster family until recently purchased by Rev. Bradley. He has one son, Asa M.

Anthony F. Brier, son of John F. Brier, was born in 1849, at the island of St. George, one of the Azores, came to America in 1861, and from that time until 1885, followed the sea. He was master of a fisherman eight years. Mr. Brier has kept the Brier House since 1883. He married Elizabeth J., daughter of Emanuel and Elizabeth R. (Ellis) Dugan. Their children are: Annie C., John E. and Clarence E.

Reuben and Joseph C. Chapman are sons of Eben and Harriet (Knowles) Chapman, and grandsons of Reuben Chapman. Reuben was born May 1, 1853, and married Lizzie B., daughter of Theophilus Harding. They have three children: Joseph O., Lucy H. and William.

John H. Clark, the selectman, born in 1850, is the only living child of Strabo and Adaline (Dunbar) Clark, and grandson of Isaac Clark. He is engaged in cranberry culture and farming. He married Celia A., daughter of Charles H. Parker.

Elijah Cobb, born in 1799, in Brewster, was the oldest son of Captain Elijah Cobb. He went to Boston at the age of sixteen, where after a few years he became a member of the firm of Cobb & Winslow, wholesale grocers. The last few years of his life were spent at the old house in Brewster, where he died in 1861. He married Caroline, daughter of Captain Sylvanus Snow. Their two sons—Elijah W. and Alfred S.—are deceased. Five daughters are living: Caroline O., Helen, Mary L., Aunette T. (now the widow of Freeman Cobb) and Emily C. Helen married James A. Dugan, who was a Harvard graduate and a teacher of private schools. He died in 1860, aged thirty-three years, leaving four children: Caroline A., James W., Stephen I. and Theodore F. Dugan.

Walter Freeman Cobb, born in 1860, is the only son of Freeman and Aunette T. Cobb, grandson of Freeman, and great-grandson of Captain Elijah Cobb. Freeman Cobb was an active business man, and was engaged in business in Africa from 1871 until his death in

1878. He built a fine residence in Brewster in 1859, where his widow and son, Walter Freeman, now reside. Mr. W. F. Cobb married Edith, daughter of Edward B. Grant. They have one daughter, Edith M. Mr. Cobb has one sister, Emily (Mrs. Henry E. Allen, of Canada).

Elisha Crocker, born in 1814, is the eldest son of Elisha and Sarah (Snow) Crocker, and a grandson of Joseph Crocker. Mr. Crocker was formerly a boot and shoe maker, but for a number of years an undertaker and paper hanger in Brewster. He is a deacon of the Baptist church. He led the singing and was Sunday school superintendent for many years. He was first married to Martha Foster, who died, leaving two children—Martha F. and Thomas C. His second marriage was to Mary Elizabeth Morse. Their children are: Elisha W., Mamie, Louis A., Sadie, Winthrop N. and Grace E. Mr. Crocker has been a member of the New England Undertaker's Association since its organization.

THE CROSBY FAMILY.—The reader of this chapter understands that the Crosby name became early a part of the history of Brewster, and so remarkable has been the success of the later generation that it must be regarded here as among the most prominent families of the town.

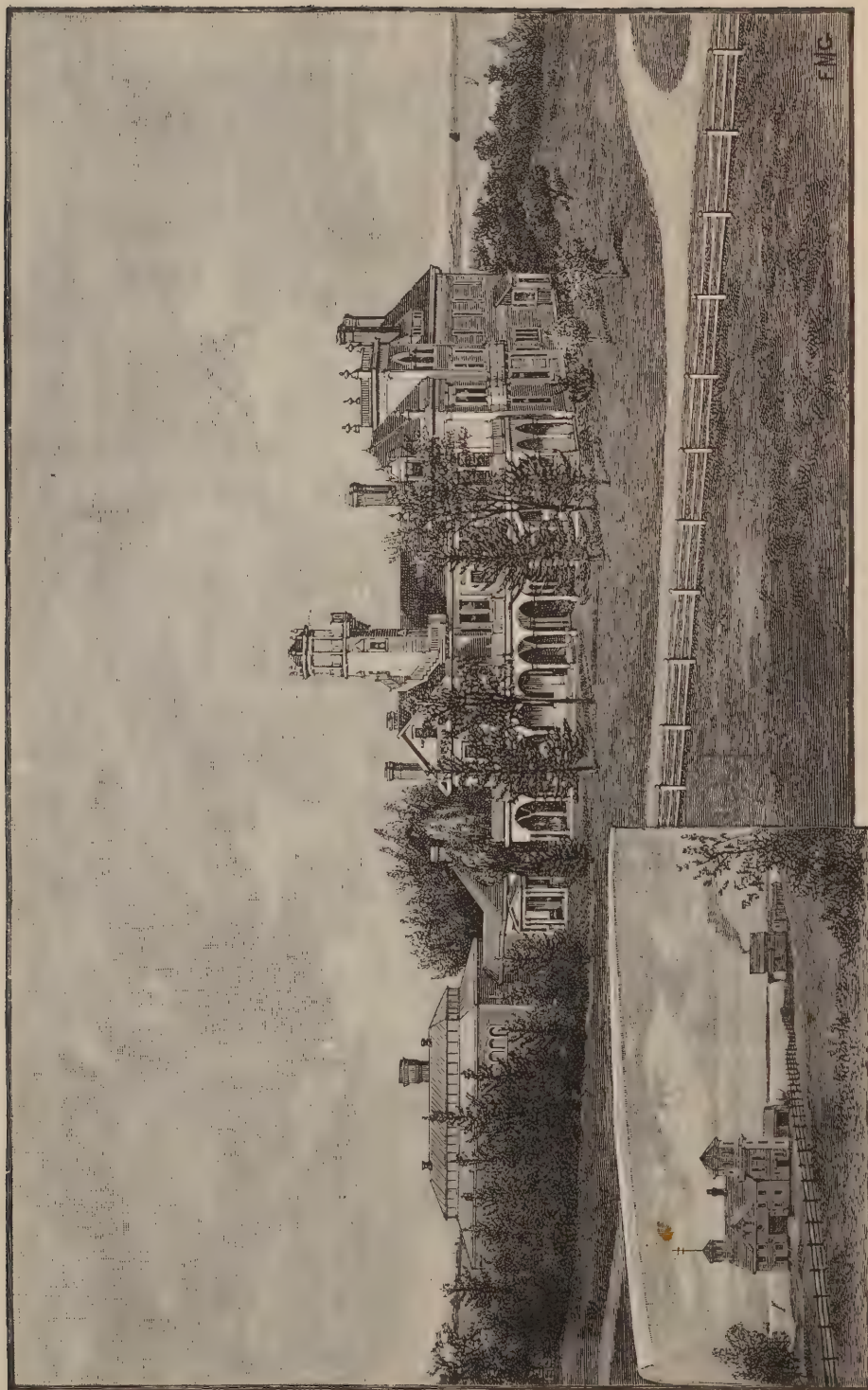
Among the descendants of Tully Crosby who came from England, was Josiah Crosby, of Brewster, whose son, Nathan, lived and died in the northeastern part of the town. His wife was Anna Pinkham, and of their children, three sons who survived the latest—Nathan, jr., Roland and Isaac—are well remembered by the present residents of the town.

Nathan Crosby, jr., whose portrait appears, was born here November 11, 1793, and when a young man he went to Chatham as an apprentice to Mr. Berry, a tanner, and in 1819, with his younger brother, Roland, became proprietor of the establishment in which he had learned his trade. Subsequently they built a larger plant in the same locality, between Old Harbor and the town hall, between the present street and the shore, and carried on a successful business until 1832, when Nathan bought a farm and was engaged in agriculture and salt making. Three years later, selling all his interests in Chatham, he returned to his native town and erected, near the place of his birth on the shore of Cape Cod bay, the house in which the last years of his life were passed. In June, 1819, he married at Chatham, Ensign Nickerson's daughter, Catherine, who died in 1885. Their children were: Ann P., Albert, Emeline, Catherine A. N. and Nathan A.—the youngest, dying when a young man. Mr. Crosby, after his return from Chatham, entered largely into the fishing business, owning many vessels at different times, and from 1851 to 1854 was in



Nathan Crosby

PRINT.
• BIERSTADT, N. Y.



"TAWASENTHA."
 RESIDENCE OF ALBERT CROSBY,
 EAST BREWSTER, MASS.

business in Chicago with his son Albert, and brother, returning to Brewster where he died, November 21, 1882.

He lived a quiet life, and except one year in the legislature as a democrat, he held no public office.

His oldest son, Albert, went to Chicago in May, 1848, becoming there the pioneer of that large and ever increasing Cape Cod element which has made indellible marks on the commercial and financial history of that western metropolis which now counts among its solid financiers the Nickersons, of Brewster and Chatham; the Lombards, of Truro; the Swifts, of Bourne; and the Underwoods, of Harwich.

His personal credit in the east as a Crosby and a Cape Codder enabled him with practically no capital to begin a business in Chicago with \$10,000 worth of Boston goods, and establish a wholesale tea and liquor business. In 1851 he established there the largest manufactory of alcohol in the west, and into this business came two uncles, Roland and Isaac, and his father, Nathan, as above stated. Albert continued the business until the 1871 fire, at which time he owned the Crosby Opera House, which was built by his cousin, Uranus H. Crosby—another Cape Cod man and son of Roland. His fire losses, including the opera house, were fully one and a half million dollars—the heaviest individual loss sustained—but before the fires were out he was drawing water from the river to cool the bricks, and in thirty days had finished and resumed business in a brick block two stories high and three hundred feet long.

Albert Crosby was prominently connected with corporate enterprises in Chicago, was president of the Chicago City Railway Company, and was ten years president of a large brewing company there.

Later, after ten years spent in travel, he again, in 1884, took active management of his interests in the brewing company as its vice president and superintendent until 1887, when he retired from all active business in Chicago. Returning then to Brewster he began, in 1888, the erection of "*Tawasentha*," which was completed according to his own plans in 1889, as shown in the accompanying plate. He employed Cape people almost entirely in the construction, having John Hinckley & Son, of Yarmouth, in charge of the carpentry. It is on the site of the boyhood home of Mr. Crosby, who, with filial care, has incorporated into a wing of the structure a portion of his father's house. The building, exceedingly elegant and roomy, is of the Romanesque style of architecture, with elaborate though tasteful ornamentation, surmounted by a tower sixty feet high, commanding a fine view of the bay. Here Mr. and Mrs. Crosby have brought all that taste and wealth can suggest to adorn the mansion which is now their home. Adjacent to the house is a brick, fire-proof art gallery, seventy-five by fifty feet, in which they have deposited a rare collec-

tion of valuable pictures, statuary and bronzes—one of the most valuable collections of art treasures in the state.

ISAAC, youngest child of Nathan and Annie (Pinkham) Crosby, was born May 6, 1809, and married Mrs. Eunice Ryder of Chatham. They had three children, two of whom survive. He received the usual New England district school education, and worked while young on his father's farm. Later he engaged extensively in fishing and salt making, displaying the same faithfulness and energy he ever showed in all his business affairs.

In 1848, his health failing, he decided to go to Chicago—then a small city in the far West—where he entered into business with his nephew, Albert Crosby. Subsequently his two brothers, Nathan and Roland, joined them, and for many years their interests were intimately connected with the growth and prosperity of the city.

In 1855 he returned to Brewster, but, finding its quietness irksome, he engaged in business in Chicago with his son-in-law, S. M. Nickerson, residing a portion of the time in Brewster, and becoming identified from its commencement with The First National Bank of Hyannis—being director at the time of his death, May 20, 1883.

Perhaps no better tribute can be paid him than to quote a few words from the resolutions passed by the directors of the bank after his death. “——— in the death of Isaac Crosby we have lost a true friend and the bank a faithful and efficient officer—one of its earliest and best friends, one whose life was upright and noble, an energetic and successful business man, who unostentatiously did many kind acts in his daily life.”

James E. Crosby, son of Freeman and Rebecca Crosby, was born in 1838. He began to follow the sea at the age of sixteen, and four years later attained to master. Since that time he has been in foreign trade. He married Modena F., daughter of Rev. Manard Parker. They have four children: Freeman M., Edwin H., James Harold and Mabel.

William P. Doane, born in 1842, is a son of Joseph and Elizabeth (Rogers) Doane, grandson of Joseph, and great-grandson of Hezekiah Doane. Mr. Doane followed the sea from 1853 to 1879, and since that time he has been engaged in cranberry culture and farming. He married Helen A., daughter of Samuel and Thankful (Sears) Hall, and granddaughter of Edmund Hall. They have two children: Earnest W. and Helen S.

Emanuel Dugan was born in 1833, at St. George, Azore islands. His father, John Dugan, was born in 1809, at the same place. Emanuel came to Cape Cod in 1848, and from that time until 1876 was engaged in fishing. Since the latter year he has been a farmer and cranberry grocer. He married Elizabeth R., daughter of Thaddeus Ellis. She



Isaac Crosby

died in 1888, leaving two daughters—Elizabeth J. (Mrs. A. F. Brier) and Florence M.

Benjamin F. Fessenden, born in 1847, is a son of Benjamin and Clarissa (Berry) Fessenden, grandson of Isaac and great-grandson of Dr. William Fessenden. Mr. Fessenden followed the sea in early life. Since 1873 he has done a stage and express business in Brewster, and also keeps a livery stable. He married Annie Y., daughter of Richard and Emily (Eldridge) Hopkins. Their son is Oliver H.

Josiah Foster, born in 1823, is the youngest son of John and Catharine (Mayo) Foster and grandson of John Foster. Mr. Foster was engaged in fishing for thirty years, and since 1875 has been a farmer. He married Caroline, daughter of Eli Small, and has two children—Josiah F. and Carrie S.—one daughter, Emily C., died.

Nathan Foster, born in 1807, is a son of Nathan and Polly (Dillingham) Foster and grandson of John Foster. Mr. Foster was for about forty years a resident of Harwich, during which time he was a merchant there. He now owns and occupies the homestead of his father in Brewster. He married Lydia, daughter of Judah and Sally (Hale) Sears. She died in 1888, leaving six children: Lydia S., Martha S., Polly D., Nathan, Judah E. and Persis S.

Charles Freeman, born in 1822, is the second son of William, grandson of Solomon and great-grandson of Solomon Freeman. His mother was Martha, daughter of Daniel Simonds of Lexington, who served under Washington as private, was promoted to captain and served at Trenton and Bennington. Mr. Freeman followed the sea from 1832 until 1859, sixteen years in whale fishing and eight years as master of a whaling ship. He was six years in Chicago in the pork packing business, and has since resided in Brewster. He married Mehitabel C., daughter of Zenas Ryder of Chatham, Mass. They have one adopted daughter—Sadie T. Freeman.

John Freeman, born in 1835, is the oldest and only surviving child of John and Ruth (Sears) Freeman and grandson of John and Bethiah (Crowell) Freeman. He began going to sea at the age of fifteen years, and from 1859 until he retired in 1888 he was a master mariner. He is now engaged in cranberry culture. He married Jane, daughter of Israel Nickerson of South Dennis. They have one daughter, Roberta J., and one adopted son, John H. Freeman.

William Freeman, born in 1820, is the eldest son of William and Martha (Simonds) Freeman. He followed the sea in the merchant service forty-three years, thirty-six years as master. His first wife, Phebe H. Hurd, died leaving two children—William K. and Clara D. His present wife was Hannah R. Gould.

Edward Frank Hall, born in 1837, is the youngest and only surviving child of Edmund and Sukey (Snow) Hall, and grandson of Ed-

mund Hall. Mr. Hall is a carpenter by trade. He is now engaged in cranberry culture and the manufacture of cranberry barrels. He married Julia W., daughter of Timothy Jarvis. They have three children—George F., Arthur S. and Emma J.

Samuel S. Hall, son of Edmund and Sukey (Snow) Hall, was born in 1824 and died in 1878. He followed the sea in early life and later was engaged in agricultural pursuits. He married Thankful S., daughter of Constant and Deborah C. (Hopkins) Sears, and granddaughter of Elisha Sears. They have eight children: Helen A., Thomas S., Samuel C., Charles E., Fred, Susie D., Elisha S. and James C.

Godfrey Hopkins, eldest son of Godfrey and Reliance (Mayo) Hopkins, grandson of Edmund and great-grandson of Jonathan Hopkins, was born in 1832. He followed the sea from 1846 until 1872, being seventeen years master of vessels in the foreign trade, and he is now chairman of the board of selectmen, and a member of the republican town committee. He is a trustee in the Cape Cod Five Cent Savings Bank. He married Charlotte A., daughter of Bangs and Julia A. Pepper. They have one daughter—Emma J.

Richard F. Hopkins, born in 1852, is a son of Richard H. and Emily (Eldridge) Hopkins, grandson of Freeman, and great-grandson of Nathan Hopkins. He married Celia L., daughter of George E. Thacher. Their children are Eva M. and Emily.

Elijah E. Knowles, born in 1829, is one of six sons of Elijah and Abigail (Freeman) Knowles, and grandson of Henry Knowles, whose father, Elijah, was a son of Edward. Mr. Knowles followed the sea from 1844 until 1882, as master mariner twenty-seven years. He is a director of the Cape Cod National Bank. He married Mary F., daughter of Nathaniel Winslow.

Henry Knowles, brother of Elijah E., was born in 1834, in Brewster. Mr. Knowles began going to sea in 1848, attaining to master four years later, which position he continued to fill until 1870, when he retired from the merchant service and went to Rockford, Ill., where he was a successful business man until 1889. Mr. Knowles married Lizzie D., daughter of Seth and Anna (Knowles) Collins. Their children are: Grace P., Herbert E., Abbie F., Royal E. and Eddie W. They lost two children—John C. and Effie M.

William W. Knowles, born in 1830, in Eastham, is a son of William F. and Betsey A. (Doane) Knowles, and grandson of William Knowles. He married Temperance P. Matthews, and has two children—William M. and Hannah H.

Edgar Lincoln, youngest son of Isaac and Desire (Foster) Lincoln and grandson of Isaac Lincoln, was born in 1829. He has followed the sea since 1844, and has been master of vessels in the foreign



J. Nicholson

trade since 1854. He was first married to Sarah Lizzie Atkins, who died, and he married for his second wife Augusta F. Snow. They have one daughter, Edna A.

Joseph Mayo, born in 1822, is a son of Elnathan and Susan (Paine) Mayo and grandson of Thomas Mayo. He went to New Hampshire in 1840, where he was a carriage maker until 1862, then entered the army in Company D, Fourteenth New Hampshire Volunteers. In November, 1864, at the Battle of Cedar Creek, he lost his right arm. He was discharged in 1865. He was warden of the New Hampshire state prison from 1865 to 1870. He returned to Brewster in 1886, where he now lives. He was married to Maria L. Huntington, who died, leaving two children: Herbert A. and Ann Maria. He was married again to Caroline, daughter of William Freeman. He and his wife became members of the Baptist church in New Hampshire in 1842, and in 1886 he and his present wife joined the Baptist church in Brewster.

CAPTAIN FREDERIC NICKERSON was born at West Brewster, December 15, 1808, and, although he died at his city residence in South Boston, January 12, 1879, he claimed his native town as his home, and there he had passed the last eighteen summers of his life. He was left an orphan in early youth, and, with his brother Thomas, had a home with an uncle at Chatham. He was young when he went to sea, and by his diligence attained to the command of a vessel before he was twenty years old. After a term of years as shipmaster he embarked in commercial lines of business in Boston with his brother David, under the firm name of David Nickerson & Co.; later, after his brother's death, it was changed to F. Nickerson & Co.

His integrity and intelligent management of business interests called him to fill many offices of trust and responsibility in monied and social enterprises, and it has been said of him that wherever he touched business it was dignified and made better by his influence. He was, for seven years from its organization, president of the South Boston Savings Bank, but on account of failing health resigned the position three years before his death, although continuing in the relation of trustee. He was for forty years a director in the Mechanics Bank, which trust he held until his decease. He was officially connected with the Union Pacific Railway Company, the Boston Marine Society, the New England Insurance Company, and the Boston Board of Trade. He was a member of the Commercial Club, and had large interests in several railroad enterprises in the West. In his business relations Captain Nickerson, as a type of the substantial, genial, old merchants of Boston, won the esteem of his associates, who rewarded him with honor, while his life's work was crowned with a broad financial success.

His school days were limited. In the fore-castle and the ship's

cabin he received his preparatory course, and the counting room was his *Alma Mater*, yet we find him making a place for himself among the business men of a great city, and occupying and adorning a high plane in the commercial and social relations of life. He was universally beloved for his excellent traits of character, and the business world lost a master by his decease, the Unitarian church an important factor, and his family an indulgent and devoted husband and father.

Captain Nickerson was a son of David Nickerson of Brewster, and a descendant from William Nickerson, the first settler of Chatham, in his father's line, and from Governor Hinckley in his mother's. David Nickerson was twice married; first to Priscilla Snow, and their children were: David, Joseph, Jonathan S., Frederic, Thomas and Priscilla S. He married Eunice Freeman for his second wife.

Captain Frederic Nickerson was the fourth son, and married Adaline T. Beck of Portsmouth, N. H., on the 23d of June, 1833. Their children were: Frederick W., Alfred A., Priscilla S., Adaline, and two others who died in infancy. The mother survived the captain several years, departing this life at Brewster in July, 1887. Of the four surviving children three reside in Boston, and one, Alfred A., is now in California. At the death of Captain Nickerson the several societies of which he was an honored member passed memorials of regret, and in his native town he was greatly lamented.

Eben W. Paine, jr., only son of Eben W. and Betsey (Snow) Paine, grandson of Eben and Thankful (White) Paine, and great-grandson of Ebenezer Paine, was born in 1837. He followed the sea in the merchant service from 1855 until 1886, and was master twenty-one years. Since 1886 he has been engaged in cranberry culture. His first wife was Laura A. Clark, who died leaving one daughter, Laura Isabel. His second wife was Mary F. Clark. His present wife is Mary Gorham. They have one son, Allen T.

Hiram D. Rowe, son of Moses and Sarah (Brown) Rowe, and grandson of Jonathan Rowe, was born in 1828 in New Hampshire. He studied dentistry in Boston, where he practiced for three years, and since 1856 he has practiced in Brewster. He married Emily B., daughter of Barnabas and Sabia Paine, and granddaughter of Sylvanus and Susan Paine. Their children are: William E., S. Walter, Emily, and Grace, who died in infancy. Sylvanus Walter Rowe married Clara Elizabeth, daughter of Edward and Elizabeth Bird, of Foxboro, Mass., March 23, 1887.

J. Henry Sears, born June 8, 1831, is a son of Joseph H. and Olive (Bangs) Sears and grandson of Joseph, who was a direct descendant of Richard Sears. Mr. Sears was married in 1858 to Emily, daughter of Daniel Nickerson of Boston. Their children are: Alice May, Emily N. and Joseph H. Mr. Sears, ship master and ship owner in early life, is now commission merchant.

Thomas D. Sears, son of Thomas and Elizabeth F. Sears, and grandson of Reuben Sears, was born in 1845. He has been a tinsmith since 1863, and since 1876 he has owned and operated a hardware store at Brewster. He was married to Asenath, daughter of Augustas Paine. They have one daughter, Alice F.

Zoeth Snow, born in 1825, is the only son of Zoeth and Sarah (Crosby) Snow, and grandson of Zoeth Snow. He is a blacksmith and wheelwright. He served nine months in the late war in Company E, Fifth Massachusetts Volunteers. He was two years in the legislature. His first wife was Lucretia Crosby. His present wife was Rebecca A. Mayo. They have two children: Irene P. and Warren F.

Bartlett B. Winslow^s (Benjamin^r, Deacon Josiah^o, Nathan^s, Kenelm⁴, Kenelm³, Kenelm², Kenelm Winslow¹), was born in 1829. He was thirty years engaged in mercantile trade in Brewster, and since 1884 has been engaged in cranberry culture. His first wife was Clarissa B. Fessenden, who died leaving to children: George B. (deceased) and Francis B. His second wife was Lydia E. Harwood, who died leaving one daughter, Lucy H. His present wife is Annie M., daughter of Dea. Barnard Freeman.

CHAPTER XXVII.

TOWN OF TRURO.

Exploration by the Pilgrims.—Proprietors of the Pamet Lands.—Incorporation of Truro.—Boundaries.—Natural Features.—King's Highway.—Pounds.—Industries.—The Wreck of the Somerset.—The Revolution.—Gale of 1841.—Various Town Affairs.—Civil History.—Churches.—Burying Grounds.—Schools.—Villages.—Biographical Sketches.

THE territory comprised in this town was the home of the Pamets—a tribe of the Nauset nation. Its importance is advanced when the reader realizes that the *Mayflower* made her first anchorage within sight of its wooded hills, and that upon its diversified surface Miles Standish and his followers made their first explorations. November 15, 1620, after signing the compact in the cabin of the vessel, the captain, with fifteen men, went on shore, camping that night near Stout's creek, or perhaps nearer the Wading place where the eastern causeway now stands. The next morning they went to East harbor, marching around the Head of the meadow, and as their journal says "through boughs and bushes and under hills and valleys which tore our very armor in pieces." In this place they saw deer and found springs of fresh water, from which they refreshed themselves. The spring now near the marsh, just north of the head of the meadow, is supposed to be the place where these Pilgrims slaked their thirst. From East harbor they went to the valley now called North Truro, and at the south of this were the corn lands, embracing fifty acres, on the table land just west of the old burying ground. From here the Pilgrims went to the shore, thence to the mouth of Pamet river, on the north side, and then retraced their steps, halting at the pond in North Truro for the night.

On the morning of the 17th they went easterly to near where the present life saving station is, and here is where William Bradford, one of the company, was so suddenly caught up in the deer trap set by the Indians. A few days after their return to the *Mayflower*, the shallop containing in all thirty-four men, started for the mouth of Pamet river, up which the shallop went following the men who were on the shore, and spending the night in an improvised camp at or near where Rev. Noble subsequently lived. The next day the expe-

dition, daunted by the hills and snow, returned to the mouth of the river where, on the north side, eighteen of the men encamped and the remainder returned to the vessel. The next day Longnook was traversed before the return to the *Mayflower*; and from the many favorable impressions received a council was called as to settling there. Reasons for and against the settling of the colony were given, but a decision to look further led the Pilgrims to Plymouth. Thus near did Tom's hill and Truro approach toward being the hallowed ground of New England. To one act of these explorers the Truro people can point with pride, because of the plentiful supply of grain, for upon these trips the Pilgrims took from pits or graves in the ground not only nice corn for their present needs, but their first seed corn; and this was done by them, intending to recompense the poor Indians with trinkets when they could make a better acquaintance. The territory thus trodden by the Pilgrim band was not settled as early as that nearer to Plymouth, and was really unoccupied until after the incorporation of Eastham, and then formed the seventh town of the county. The purchase and settlement of Eastham first called the attention of the pioneers to the body of land beyond the north bounds of what was known to the Pilgrims as Nauset, and at the time the northern bounds of the latter were being fixed by the settlers and Indians, the territory of Pamet was formally declared by the whites as belonging to them. The first settlers of Nauset were subsequently the original purchasers of Truro. As early as 1689 these proprietors purchased as much of the territory of Truro as the Indians would sell, and from the first these proprietors of Eastham resolved to control the sale of its lands, as was declared in a meeting of these men, at which Thomas Paine was made an agent to purchase of the Indians from time to time all the lands obtainable. In 1696, "ordered by the proprietors of Pamet lands, that henceforth there be no cordwood or timber cut upon any of the common or undivided land belonging to Pamet, to be carried off from said land "under a penalty of 15s. for every cord or proportionable for other timber—and payable to any proprietor who may sue therefor." The names of the proprietors who subscribed to this were: Jonathan Paine, Stephen Snow, Thomas Paine, Caleb Hopkins, Ephraim Doane, John Savage and Israel Cole. These meetings were held at Eastham, where as yet these original proprietors resided.

A record of several divisions of upland and meadow had been made several years previously and very soon after its purchase from the natives, as we find in the same year a division of ten lots: one to Ensign Jonathan Bangs, on the southerly side of Eastern harbor; another to William Twining, on the south of Bangs' lot; the third to

Constant Freeman, and to be next south of Twining's; Israel Cole was to have the fourth, and next south of Freeman's; south of the last was that of Thomas Paine; south of this was the lot of Thomas Clark; Lieutenant Joseph Rogers had the seventh, next south of Clark's; John Snow, the next lot south; Thomas Paine, the next one south, and Caleb Hopkins had the tenth, and next south of the last. These lots extended from the bay easterly, and they are the first recorded of a division of any portion of the lands of Truro. Not until July 24, 1697, did these proprietors—still residents of Eastham—hold a meeting to arrange for a removal to this territory, and a settlement of the bounds of their purchases, at which meeting the bounds were set from Bound brook to Eastern harbor, and described as well as they could be in that day. A compact was also made with the Indians that the proprietors should have one-eighth of all the drift whales of both shores.

There is no doubt but that purchases were made of the Indians prior to 1689, but it was by individuals. The proprietors of Pamet were tendered a certain sum in a purchase made by Thomas Smith in 1644, which controversy was satisfactorily arranged the next day by a bid from Mr. Smith of thirty pounds for the right to the land.

June 4, 1700, the proprietors made their first declaration to remove to Pamet, the following being the record: "At a meeting of the proprietors held this day it was agreed that what land at Pamet might be conveniently divided should be divided, and that they would go thither (God willing) on the last Monday of October next ensuing, and divide accordingly." That there were people on the territory previous to this resolution of removal by the proprietors, is shown by a further agreement at the same meeting which was to give "five-and-twenty shillings" to any of the people of Pamet who would "make a sufficient fence below Eastern harbor pond to stop the sand and keep the tide out of said pond." The Eastham purchasers were the first settlers who gave to the territory its first municipal government, those previously there being fishermen principally, and all under the jurisdiction of Eastham.

No record of the removal of the proprietors was made, or, if so, it was lost; but by the records of meetings in October, 1700, it seems that they were in Pamet before the time fixed in their June meeting; and among the first acts of these sterling men lands for the support of the ministry were laid off at Tashmuit, and near Eastern harbor; a committee was also appointed to sell lands in behalf of the proprietors. The lands for the support of a learned minister were increased for three successive years, selections being subsequently made at what is now North Truro, also at Longnook.

At the proprietors' meeting of June 15, 1703, Jedediah Lombard,

jr., John Snow and Thomas Paine were appointed to run bounds between the great lots and fix the bounds; also to record the same in the Pamet books of record. The same committee laid out the first road of the town, which appears on the records of 1703, the road running from the "head of the pond to the head of Pamet." This was called a "Drift Highway," and was laid out in July of that year. The same year a division of lands near Hog's Back was made, which reveals the fact that this knoll had been previously named and was a well-known landmark. Jedediah Lombard, sr., had his lot laid out between Thomas Mulford's two lots, one of which was near Hog's Back and the other toward the pond south of Pamet great river.

The shells of the shellfish being needed for the manufacture of lime, in 1705 these proprietors enacted that after June first next no shellfish should be dug by any person not a resident of Pamet. In 1711 the proprietors voted that no wood be cut within the limits of the common lands for the burning of lime, except by the rightful owners.

October 29, 1705, the territory of Pamet was allowed by the general court the privilege of choosing its own officers, and was called Dangerfield—a name given by early navigators, but one which was not recognized by the residents in any of the records. On the 16th of July, 1709, Pamet, as it had been previously known, was incorporated as Truro, with full powers of a town of the county, but a stringent proviso was added—that they support and maintain suitably a "learned orthodox minister."

The records of the proprietors, distinctive from the records of Eastham, commenced in 1700, and in the meetings as recorded, and in the admission of freemen from time to time we find the following named persons were residents when the town was incorporated: Jedediah Lombard, senior and junior, Thomas Lombard, Dr. William Dyer, Benjamin Smalley, Thomas Newcomb, Isaac Snow, Jonathan Collins, Nathaniel Harding, Joseph Young, David Peter, John Snow, Constant Freeman, Thomas Paine, senior and junior, Nathaniel Atkins, Francis Small, Lieutenant Jonathan Bangs, John Rogers, John Steele, Thomas Mulford, Hezekiah Doane, Samuel Treat, jr., Hezekiah Purington, Humphrey Scammon, Beriah Smith, Richard Stevens, John Myrick, Moses Paine, Jonathan Vickery, Micah Atwood, Josiah Cook, Ebenezer Hurd, Samuel Small, Samuel Young, Jonathan Paine, Edward Crowell, Ebenezer Smith, Jonathan Dyer, John Savage, Israel Cole and Thomas Smith.

In 1711 we find additional settlers, as may be seen by the names of the residents who were the only cattle owners in Truro that year: Ebenezer Doane, William Dyer, sr., Jonathan Collins, Jeremy Bickford, Josias Cook, Jedediah Lumbert (perhaps Lombard), Jonathan

Vickery, Constant Freeman, Samuel Treat, John Snow, Thomas Lombard, Hezekiah Purington, Thomas Rogers, Benjamin Smalley, Richard Webber, Thomas Smith, Daniel Smalley, Christopher Stewart, George Stewart and William Clark.

May 6, 1712, the selectmen of Eastham and Truro met to review the bounds between the towns and perfect the boundary line which had been but partially made; and in 1714 the following line was set between the province lands and Truro: "Beginning at the easterly end of a cliff near the cape harbor, called Cormorant hill at a jaw bone of a whale set in the ground, thence northwesterly to a high hill on the back side, and thence to the ocean." The province lands prior to this had been under the ecclesiastical jurisdiction of Truro, and these lands west of the line were, in 1717, constituted as the precinct of Cape Cod.

The following year the people of Truro, from frequent difficulties arising out of the uncertain municipal powers of the new precinct of the province lands, asked the general court by Constant Freeman, their representative, to declare the new precinct either a part or not a part of Truro, that the town could know how to proceed in regard to some persons; but not until 1727, when Provincetown was incorporated a town, was the difficulty entirely overcome. Subsequently the settlers of the eastern part of Provincetown found themselves extending the long street of that town into Truro, and after frequent petitions to the general court, the present boundary between the towns was established, giving Provincetown a greater extent of territory.

The town of Truro is now bounded east by the Atlantic, south by Wellfleet, west by the bay, and north by Provincetown and the ocean. Its distance from Boston in a direct line is only fifty-seven miles, but by railroad it is 112. The form of the township from the curving of its shores, is nearly a spherical triangle, being about eleven miles between the base and apex, with a base three miles wide. The surface is very uneven, being what Professor Hitchcock calls a moraine, running nearly north and south; but its elevated ridge has been washed into conical hills two or three hundred feet high, giving a singular landscape. The township is free from rocks, and the soil is generally sandy, the ancient Tashmuit, the middle eastern portion, being the richest part.

Like other towns of the Cape, the land has been heavily wooded and fertile. The eastern shore is fringed with salt marshes, and these extend far up on the sides of the rivers and coves that exist on that coast of the town. The east shore is high above the ocean, and all waters run westerly to the bay. Small ponds having no visible outlets abound. Long pond, of twenty-eight acres; Newcomb's, of thirty-two; Higgins, of seventeen; and one of fourteen, north of the last, are

the chief ones. Mill pond, of seventeen acres, has the Pamet river for its outlet. In the extreme northwest corner of the town is East harbor, a small, shoal tide-harbor, but by drifting sands its usefulness has ceased, and the extensive salt marshes around it have been greatly diminished from the same cause. Over the dyke which the government built along the beach to the westward of the harbor the present railroad runs, effectually cutting off as an anchorage this body of water from the bay. High Head, southeast of this harbor, was a conspicuous settlement in the early history of the town, but now contains only three residences. East Harbor village, also a prominent community a century ago, was adjacent at the south, but not a residence remains. From this little village of twenty-three houses twenty-eight brave men were killed or died in the service of the colonies during the revolutionary war. South of the last ancient village is the former Pond village, now called North Truro. One mile south of this is Great Hollow—another small community, and still southward is the Pamet river and the community known as Truro village. In the southwest part is another little village known as South Truro, where may be found the heaviest wood land in the town. The healthfulness of the town compares favorably with any of the Cape, and with the accommodations and advantages presented at the Highlands, the influx of visitors increases.

In 1715 the present King's highway was laid out through Truro—to connect from Eastham to and through the province lands. It was really the continuation of the old county road along the Cape. It ran along the back side of the town, around the heads of the rivers, and, although only used in portions at the present day, its tortuous course is well known through the town.

In 1718 the town ordered the erection of a pound in a central place, and Joseph Young was appointed its keeper. This institution, unlike the stocks and whipping post erected about the same time, has been kept up to the present, there being at this writing three separate pounds, one at each village.

The early industries of the settlers were fishing and agriculture. It is claimed by some writers that Truro was the first and most prominent town in the whaling business, but that after a few years Falmouth, Wellfleet and Provincetown excelled. The whalemens of Truro were distinguished for their success and enterprise, and as late as the beginning of the present century the town had nine large vessels in the business, one of which was the *Lydia and Sophia*, built in Truro, on the Pamet river, and her timbers were cut from the land of the town. The town records of 1720 speak of Joshua Atwood's lance "that he hath made on purpose to kill fin-backs," describing the peculiarities and mark. Captains David Smith and Gamaliel Col-

lins are recorded as the first whalemens from here who pursued the whale near the Falkland islands. The Truro captains were also largely employed in the merchant service. Fishing—the present status of which is given in the village histories, has since been largely engaged in. The bay coast has been the scene of the slaughter of the blackfish in considerable schools, the largest being that of 1874, when 1,405 were driven ashore. They lay along the shore for a mile between Great hollow and the Pond landing, and the school yielded twenty-seven thousand gallons of oil.

At a meeting of the town of Truro, December 11, 1711, it was agreed that if Thomas Paine would set up a grist mill within said town, he could take three quarts in toll for Indian corn and two for "English corn" (probably the other grains), and the town would give him sixty pounds toward the construction of the mill. The town subsequently had three other wind mills built—one on the hill where the present town hall stands, owned by Freeman Atkins, Allen Hinckley and Samuel Rider, one at South Truro near the Wellfleet line, and another at the Highlands. The latter still exists as a connecting link between the past and present, being built by Isaac Small and owned later by his sons, James and Joshua. It is a dismantled relic used as a lookout. Its creation does not date back to that of the ocean, but their first companionship dates back of the memory of man—the huge sails of the mill serving for a welcome sight to the watching mariners of past generations, and its hulk of a tower now serving the present for an elevated sight of ocean and land. Some of the old residents have a dim tradition of yet another wind mill at East harbor, which was erected by Gamaliel Smith, and was demolished before the dawn of the present century. Later than these wind mills—in the later part of last century—a water mill, for grinding, was erected on the south side of Pamet river, and in 1844 a better one was erected upon the site, which in its turn was abandoned before 1860 and taken down. The dam is now, in part, a profitable cranberry bog.

The town in 1754 gave permission to Jonathan Paine to build the first wharf of the town, on the shore of Indian neck, at the foot of the Thomas Paine lot. The wharves erected since at the mouth of Pamet river, have been ample for the uses of the people, and a century ago the harborage here was good. In 1837 a stock company built the North wharf, which was in active use for many years, and previous to this, in 1830, the Union wharf on the south side of the river had been built. Of the latter some of the piers yet remain. Lower wharf was subsequently built into the harbor at the mouth of the river, and about 1837, where the Old Colony railroad bridge now crosses Pamet harbor, these wharves were at the height of their usefulness, crowded

with fishing vessels, fifty of which have been seen moored to the wharves during a single season.

The stores, sheds and flakes gave this portion of the town a village-like appearance. All told, the town had sixty-three vessels in the cod and mackerel fishing, which yielded annually 20,000 quintals of cod and over 15,000 barrels of mackerel, giving employment to over five hundred men. Here at the mouth of the river fifteen brigs and schooners were built between the years 1837 and 1851. Henry Rogers was the master builder, assisted by Nathaniel Hopkins, the former a resident of Boston and the latter of Provincetown. The *Malvina*, built in 1837, was lost with all on board within one year. The names of the fourteen others were: brigs, *Eschol*, *John A. Paine*, *Odeon*, *E. Paine, 2d*, *N. I. Night*, *David Lombard*, *Laurena*, *B. A. Baker*, *L. B. Snow*, *Tremont*, *E. M. Shaw*, *Mary Ellen*, *Modena* and *Allegany*. The *Modena*, built in 1850, was framed from oaks cut within the town, and more or less of the timber used in the others was cut there. Standing now on the railroad bridge over the very site of the busy wharves, and where the fifteen fishing and coasting vessels were built, and seeing the present sandy, desolate shores and choked harbor, it requires a stretch of imagination to realize that so great a change could occur in a single half century.

Soon after the war of 1812 the packet lines to Boston were thought to be a wonderful advance of improvement in communication; but in 1858 the Cape Cod Telegraph Company was a greater step, and soon after the Marine Telegraph Company was organized, which flashed to the Boston merchant the news of the safe return of vessels as soon as they were visible from the Highland.

In 1839 the Truro Breakwater Company was incorporated with an idea to benefit the harbor; but failing to secure aid from Congress, the undertaking was abandoned. The harbor at Pond village received the attention of the government and the Truro people very early, and as late as 1806 another attempt was made to improve it; but the drifting sands rendered every expenditure useless. The dyke across East harbor is now used by the railroad, and the high embankments of the road erected in 1873 across the heads of the remaining harbors of the bay shore seriously interfere with the usefulness of the inside anchorage. The government provided a light for Pamet harbor in 1849, which was discontinued in 1855; and during the latter year rebuilt the Highland lights. The life saving station near these lights was erected in 1872. In the south part of the town is another station.

Salt was manufactured along the bay side of Truro, and was an extensive industry in its day. Among the first to manufacture was Dr. Jason Ayres, who erected works south of the pond at north

Truro, which were subsequently owned by Samuel Coan. Captain Elisha Paine had works next to Coan on the south, and John Smith erected a plant next north, also purchasing that of John Grozier adjoining. Next north were the works of Edward Armstrong, and still further north Colonel Joshua Small owned a plant which is said to have been the first in town. On the bay shore south of Elisha Paine's were the works of Sylvanus Nye, and adjoining were those of Jonah Stevens. On the north side of Little harbor meadows were located the works of Michael and Thomas Hopkins, the latter works passing into the possession of Doane Rich, who owned a plant on the south side of the meadows, and both of which were subsequently sold to Solomon Paine. South of Paine's were Reuben and Jesse Snow, and on the north of the Pamet river, near the present railroad depot, were the extensive works of Michael Snow. Along up the north side of Pamet river were Lewis Lombard, Ephraim D. Rich, John Kenney, David Lombard, Shubael Snow, David Smith, Elisha Paine, Levi Stevens, Hinks Gross, Jonathan Whorf, Joseph Collins, Freeman Atkins and Samuel Ryder. On the south side of the river, commencing near the depot, were Allen Hinckley, Michael Collins, Benjamin Hinckley and Leonard P. Baker; and further up the river, John Smith, Ephraim Baker and Solomon Davis. On the bay between Pamet river and South Truro Elisha Newcomb had works, also Benjamin Hinckley; Perez Bangs' works were about half way between the river and South Truro, and Nehemiah Rich had a very extensive plant at the latter place. In 1837 Truro had thirty-nine of these works, and the decline of the business commenced soon after.

Along the King's highway were the usual taverns of last century, also the old-fashioned stores of that time, where the few necessities, of a solid and liquid nature, were kept.

The early fishing was profitable, and the manner in which it was conducted engaged more men and vessels than now. The vessels now engaged are few and small. Weir or trap fishing has become more profitable and along the bay shore are twelve large weirs. The most northern weir is at Beach point, and S. B. Rich is the agent. There are six very extensive ones along the shore to the south, the business of which, as well as positions, centers at North Truro. Of these No. 1—off from the present depot—was built in 1881, and is owned by Atkins Hughes, John G. Thompson and T. L. Mayo & Co. In 1882 No. 2 was erected by the same parties one mile north of the depot. Ten shareholders in 1883 erected No. 3, one mile south of No. 1; and the same year No. 4 was erected one mile north of No. 2. In 1885 No. 5 was erected between the first and third, and is owned by over a score of stockholders; and No. 6 was sandwiched between the others, forming a combination of companies under the superintend-

ence of Atkins Hughes, who, with J. G. Thompson, is a shareholder in each. These weirs, the cost of each of which was about six thousand dollars, are each 2,500 feet long, extending into deep water. The pound increased the expense to \$8,000. Some wonderful catches are reported from these weirs, and no doubt the same occasional good luck attends others on the Cape. From No. 5 of these traps, one morning in the season of 1887, forty tons of pollock were taken, and on another lucky occasion the same weir furnished in one day 330 barrels of mackerel. South along the bay are four more weirs, of which Richard A. Rich, S. B. Atwood, N. K. Persons and William F. Baker are respectively the captains. At South Truro is still another, of which D. B. Rich is agent. These weirs give employment to seven persons each, and the salting and packing houses, and boats, with the necessary appendages for the business, give a more active appearance to the shore than any other part of the town; and it is well to say that at the present time this fishing is the town's most important industry.

The ocean side of Truro is probably the most dangerous shore to mariners that the Cape presents, and into the history of Truro many shipwrecks of home and foreign vessels could be interwoven. That of the British man-of-war, *Somerset*, in 1778, will not be forgotten by the residents, for the hulk occasionally is unearthed by the action of the waves upon the sands; and canes and other relics are made from the oaken timbers. The 480 men captured from this unfortunate vessel were marched through Truro on their way to Boston. She previously lay at anchor half way between the Pond landing and Provincetown for nearly two years, and the residents had been distressed by the exactions of the men, so that when the vessel was finally cast ashore on the other side of the town, the opportunity for remuneration for past injuries was welcomed by the Truro people. General Otis said it was the occasion of riotous work at the wreck. The state took proper measures and the sheriff sold the effects, reserving the cannon.

Truro was greatly bereaved by the gale of October, 1841. The records say: "On the night of that memorable day, October 3, fifty-seven of our brave seamen were swept from the shores of time, their remains sinking into one common watery grave." These were young and middle-aged fishermen, mostly engaged at the time of the storm on the George's bank. They undertook to sail to the Highland, but were carried to the southeast upon the Nantucket shoals.

A breakwater and wharf was petitioned for in 1848, the first to be 800 feet long and 550 feet from high water mark, and the wharf 400 feet long. This would have afforded shelter for boats and small vessels, but a portion only of the work was constructed, when it was

found that the wood work was being almost immediately destroyed by worms, and the work was abandoned. Pamet harbor in 1853 received a supposed benefit by the driving of spiles, that the current might deepen the channel; but after an expenditure of two thousand dollars, this project was also abandoned.

After years of discussion, in 1840 cart bridges were built across Great and Little Pamet rivers, and have since been kept up and greatly improved. These and other advantages of access led to the arrangement for a town hall at Truro village, the church having been previously used for public gatherings. Sometime prior to 1850 a society of Odd Fellows erected a hall by the formation of a stock company, and this was purchased by the town for town purposes. The records yet recognize in the clerk's minutes the old name of Union Hall. It stands on the north bank of the Pamet river, near the churches—a good landmark for seamen and landsmen.

The poor house now in use, erected between 1840 and 1845, is also on the north side of Pamet river. The house previously used by the town was a dwelling, at South Truro, which was sold to John B. Cooper after a larger one was completed, and he now resides in it. These town buildings and the office of the clerk and treasurer are situated at Truro village, where the town business has centered. When the fishing business was at its height, the enterprising citizens of Truro, in the winter of 1840–41, instituted the Truro Marine Insurance Company. The losses in the gale of October, 1841, seriously crippled the association, and after another year of unprofitable business, the affairs were wound up. The Truro Benevolent Society, established in 1835, has had better fortune and still exists, with a fund of several hundred dollars in its treasury. It is similar to an insurance in principle, and by the payment of a small sum annually, the member has a certain amount in sickness, or at death. This society, well administered, has done much good.

The first colonial census, in 1765, gave 924 souls in Truro, and that of 1776 increased the number to 1,227. The United States census of 1790 gave 1,193, and in 1800 the population had decreased forty-one. In 1810 the salt and fishing interests had increased the number to 1,200, and then the growth of the population was more rapid. In 1830 it was 1,547, in 1840 it was 1,920, reaching its highest number, 2,051, in the census of 1850. From this date the decline was as rapid as the increase; being 1,583 in 1860, only 1,269 in 1870, and in the state census of 1885—the last general enumeration of the inhabitants—the number was 972.

The descendants of the early proprietors still occupy similar positions in the affairs of the town, and in part, the same estates of those sterling ancestors. In 1800 there were twenty-six families of the

name of Rich, fifteen of Lombard, fifteen of Snow, ten of Paine, and ten of Dyer. There are many old houses of these settlers still extant, although newly covered and perhaps modernized beyond recognition, the oldest being one on the northerly side of Longnook, built in 1710 by Lieutenant Jonathan Paine, and now the John Atkins place. Here Lieutenant Paine resided when he sold, in 1726, his negro boy, Hector, to Benjamin Collins, which was the last bill of sale of slaves made in Truro. The present valuation of the town is about three hundred thousand dollars, of which two-thirds is real estate. The yearly expenses of the town are over five thousand dollars. It contains 262 dwelling houses, and an appearance of thrift, without ostentation, prevails. The financial condition of the town for the year ending December 31, 1889, was very favorable and pleasing. The close of the year 1886 showed a town debt of \$1,724.74, with a tax of twenty dollars on the one thousand dollars. In 1887 the debt was reduced to \$286.05, on the same tax rate. On the last day of December, 1888, the debt had been cancelled and the town had money in the treasury, on a tax rate of \$16.20 on one thousand dollars. The report of December, 1889, showed a balance of \$808.06 in the treasury, and tax rate reduced to \$14.50.

CIVIL HISTORY.—The action of the proprietors prior to 1705 cannot be considered as the acts of the body politic, so that the civil history of Truro really dates from 1709, when, by incorporation, the town commenced its municipal government. Many acts had been voted by the proprietors prior to the incorporation for the preservation of shell fish, the sedge from the salt marshes and the setting off of lands for the support of the ministry; but the order of the general court, that town officers be elected on August first of that year, commenced the civil history of the town. At the February town meeting, 1710, several freemen were admitted, and Jedediah Lombard and Thomas Paine were appointed as a committee "to buy all the lands of the Indians when, and so often as any of said Indians shall see cause to sell." The crows and blackbirds were voted out of the pale of Puritan society because they pulled up and destroyed the young corn, and in 1711 every housekeeper was compelled to bring eight blackbirds' heads and two crows' heads to the selectmen or pay a fine of three shillings, for the benefit of the poor; a premium upon the heads of additional birds was also voted. The same year several roads were laid out throughout the town. In 1713 the first bounty on a wolf's head was voted, and three pounds per head was a sum that greatly tended to diminish the number of these thieves in the town.

The first burial ground—mentioned with the churches—was ordered in 1714. The entry was, that "a convenient piece of ground on the north side of the meeting house be cleared for a burial

ground." In 1715 Thomas Paine and Thomas Mulford were appointed by the town to meet a committee from Eastham to settle the bounds between the towns, and in 1716 voted "not to send a representative to general court." In 1721 the town meeting voted "that the swine belonging to said town might go at large under such regulations as the law has provided." The receipt of the bills of credit loaned the town by the province was voted upon in 1728, and a committee of three was appointed to receive and loan it out again.

In 1732 there were thirty-six freemen in the town, and it will be remembered that all heads of families were not freemen, or voters. The bounty on wolf scalps had been continued, and this pest had been diminished in number; but the value of the last wolf or two was the foundation of the vote in 1739, for a large reward to any one who "shall kill the wolf that of late has been prowling about." It seems that as early as 1745 the boys were not attentive listeners to the long sermons of the day, for that year the town appointed a committee, in open town meeting, "to take care of the boys that they don't play in meeting on the Sabbath." This important town office was continued and filled by various personages for many years, and the power to castigate these restless young sprouts was subsequently given to these officers.

The use of the common lands for keeping and feeding cattle was made a topic of discussion and vote in 1745, and the cutting of trees at East harbor within 160 rods of the high water mark was prohibited. Many of these town enactments look quite superfluous to the reader, but the time and circumstances made them necessary. Why any boy under ten years of age should not be engaged to drive blackfish or porpoises seems a strange law, but the town ordered it so in 1753.

Year after year the regular and special town meetings provided for the schools, the roads, the election of officers and the proper care of the meeting house until 1773-1774, when the taxes of the mother country became a matter of discussion and vote, and the town appointed Captain Joshua Atkins, Isaiah Atkins, Dea. Joshua Freeman, Dr. Samuel Adams, Ephraim Harding, Thacher Rich, Nathaniel Harding, Benjamin Atkins and Hezakiah Harding, a committee to prepare a proper resolve concerning the introduction of teas subject to duty. This committee reported a long preamble and resolution which stand on the records as a lasting memorial of the loyalty of the town during the dark days of the revolutionary war. It is worthy of the town to know that this strong resolution was passed without a dissenting voice. The town in its meetings organized military companies, appointed watches and guards, provided powder and other munitions of war.

The seamen of Truro filled an important part in the capture of British privateers during the revolutionary war, and many Truro men were captured and imprisoned by the enemy. The fleet of the enemy constantly menaced the town, which must be protected by its own citizens. One incident worthy of record occurred near Pond landing. One day the enemy were about to land a body of men to plunder the town, when the exempts and town militia resorted to stratagem to ward off a blow which could not otherwise be averted. A small body of these citizens marched to the shore, keeping behind an elevation of land until prepared to carry out the ruse, which was to continuously march around the knoll, giving the impression to the marauding party that a large force of soldiers were congregating to oppose them. The apparent assembling of company after company had the desired effect upon the British commander, who judged it prudent not to land. The town was among the most loyal to instruct its representative "to fall in with the Continental Congress."

The records of the town are filled with the resolves and proceedings of the town meetings during the war of 1812, and the war of the rebellion; and the standing of the town in the scale of duty during these struggles is one of which the present generation may justly be proud.

The town was not represented in general court until five years after its incorporation, and during the period it was entitled to a representative it did not always send one. The following list gives the names of the representatives the first year of election, and the number of years each served if more than one: 1714, Thomas Paine, 5 years; 1715, Constant Freeman; 1717, Thomas Mulford, 2; 1721, John Snow, 3; 1723, Jonathan Paine, 3; 1757, Barnabas Paine; 1761, Isaiah Atkins; 1774, Benjamin Atkins; 1775, Samuel Harding; 1776, Reuben Higgins, 2; 1779, Sylvanus Snow, 2; William Thayer, 2; 1785, Ephraim Harding, 3; 1791, Anthony Snow, jr., 6; 1800, Levi Stevens; 1810, Israel Lombard, jr.; 1824, James Small, 8; 1831, John Kenney, 2; 1833, Shubael Snow, 4; 1834, Eben L. Davis, 2; 1835, Joshua Small 2; 1836, Henry Stevens, 2; and Solomon Davis 2; 1837, Jonas Stevens, 2; 1838, Freeman Atkins, 2; 1839, Jedediah Shedd, 3; 1840, Michael Snow; 1842, John Kenney, jr.; 1843, Hugh Hopkins; 1844, Richard Stevens; 1845, Ebenezer Davis, 3; 1848, Levi Stevens; 1849, Daniel Paine, 2; 1852, James Small; 1853, John Smith; 1855, Samuel H. Smith, jr.; and in 1856, Adin H. Newton.

In August, 1709, selectmen for the remainder of the year were first elected by the town, and the following list contains the names of those who have since served in that capacity, giving the year of the first election of each and the time of service when over one year: In 1709, John Snow for 12 years, Thomas Mulford for 9, and Jedediah

Lombard, 5; 1710, Benjamin Small, Isaac Snow and H. Scammon; 1711, Eben Doane; 1712, Thomas Rogers, and Thomas Paine, 6; 1713, Nathaniel Atkins, and Josiah Cooke; 1714, Hezekiah Purinton; 1715, Constant Freeman, 7; 1720, Francis Small, 10, Andrew Newcomb, 3, and Richard Stevens; 1723, John Myrick, 15; Jonathan Vickery 3; 1726, Samuel Eldred, and Jonathan Paine, 30; 1727, Elkanah Paine, 10, Ezekiel Cushing and William Sargent; 1730, Jeremiah Bickford; 1731, Thomas Smith, 3; 1734, Edward Covel; 1744, Samuel Rich, 4; 1748, Thomas Cobb, 2, Barnabas Paine, 7, and Eben Dyer, 3; 1750, Zaccheus Rich, 11; 1751, Isaiah Atkins, 20, and Jonathan Dyer, 2; 1753, Joshua Atkins, James Lombard, and John Rich, 2; 1754, Paul Knowles, Anthony Snow, 3; 1763, Job Arey, 3; 1766, Ephraim Lombard, 3, Eben Rich, 7; 1767, Daniel Paine, 2; 1769, Ambrose Dyer, 7, and Benjamin Collins, 7; 1776, Ephraim Harding, 13, and Jedediah Paine, 5; 1777, Barzillai Smith; 1778, Israel Gross, 3; 1781, Benjamin Atkins, Thomas Paine, 2; 1782, Timothy Nye, 4; 1783, Sylvanus Snow, 5; 1785, Benjamin Hinckley, 2; 1787, Fulk Dyer, Nathaniel Atkins, 9; and Jesse Rich, 8; 1795, David Dyer, 3; 1796, Caleb Hopkins, 8, and Benjamin A. Upham; 1797, Ambrose Snow, 13, and Levi Stevens, 9; 1802, Jonathan Rich, John Gross, 2, and Isaac Small; 1804, Joseph Small, 3; 1807, Barnabas Paine, 11; 1809, Paul Dyer, 5; 1810, Israel Lombard, 4; 1811, John Rich, 14; 1812, Allen Hinckley, 2; 1814, Sylvanus Nye, 3; 1816, James Collins, 4, and Eben Atkins, 4; 1818, Reuben O. Paine, 2, and Benjamin Hinckley, jr.; 1819, Barnabas Paine, 4, and James Small, 10; 1822, Joshua Small, 5; 1823, Asa Sellew, 9; 1824, John Kenney, 24; 1833, John Smith, 4; 1835, Freeman Atkins, 2; 1836, Jonas Stevens, 9; 1837, Jedediah Shedd, 11; 1839, Nehemiah Rich, 2; 1841, Solomon Davis, 9; 1843, Daniel Paine, 4; 1846, Solomon Paine, jr.; James Hughes, 13; 1847, Samuel Dyer, 2; 1849, Atwood Rich, 5; 1855, Sears Rich, 3; 1858, Freeman Cobb, 3; 1861, William T. Newcomb, 2; 1863, Abraham C. Small, and Amasa Paine; 1864, John Kenney, 5, James Collins 3, and Nathan K. Whorf; 1866, Smith K. Hopkins, 7, and Ephraim Rich, 8; 1869, Thomas H. Kenney, 6; Elkanah Paine; 1874, Isaac M. Small, 5; 1875, Jesse S. Pendergast, 2; Samuel Dyer, 5, and Obadiah S. Brown, 2; 1877, Benjamin Coan, 2, and Isaac C. Freeman, 5; 1879, Jeremiah Hopkins, 2; 1880, Josiah F. Rich, 11; 1881, Joseph Hatch, 4; 1887, Asa C. Paine; 1888, Samuel Dyer, jr., 2; 1890, Henry B. Holsbery and Edward L. Small.

The town treasurers from first to last are given with the year of election, each serving until his successor was elected: 1709, Constant Freeman; 1710, Thomas Paine; 1721, another Thomas Paine; 1724, John Snow; 1726, Moses Paine; 1745, Joshua Atkins; 1755, Ephraim Lombard, 1763; Richard Collins; 1767, Job Avery; 1770, Israel Gross, 1777; Richard Stevens; 1779, Benjamin Rich; 1780, Elisha Dyer; 1782,

Joshua Freeman; 1787, Sylvanus Snow; 1791, Anthony Snow; 1817, Lewis Lombard; 1835, Barnabas Paine; 1848, Samuel C. Paine; 1879, John B. Dyer.

The town clerks have sometimes filled the office of treasurer, but as it has not always been so the following list of clerks is given, each serving until the election of his successor: 1709, John Snow; 1710, Thomas Paine; 1721, another Thomas Paine; 1745, Moses Paine; 1764, Barnabas Paine; 1769, Daniel Paine; 1785, Sylvanus Snow; 1788, Benjamin A. Upham; 1797, Levi Stevens; 1799, Anthony Snow; 1817, Lewis Lombard; 1835, Barnabas Paine; 1849, Samuel C. Paine; 1880, John B. Dyer.

CHURCHES.—When the people of Truro asked the general court for the privileges of a town incorporation, it was granted upon condition that “they procure and settle a learned and godly minister.” This condition was fulfilled as soon as possible, and the year of the incorporation of the town Rev. John Avery came, and was ordained November 1, 1811, at which time the Congregational society was organized with seven members. Some historians assert that the first meeting house was erected at North Truro (known formerly as Pond village) near the site of the present Union church. This matter we have thoroughly investigated, and find that the graves near the Union church, which are so well remembered by old settlers, were those made before a regular burial place was laid out, and from all the facts in the case we conclude that the first meeting house was at the south of North Truro, on the hill of storms, in the southwest corner of the present burying ground. Here a primitive meeting house had been erected, which was succeeded by a new and better one, commenced in 1720 and completed the following year. In the new meeting house spaces for pews were sold at prices varying from £5, 10s. to £1, 15s. In 1765 this meeting house was enlarged and remodeled and the pews were sold at enormous prices. In 1792 more pews were built in the gallery, and here upon the hill, as a beacon for the tempest-tossed mariner, the old church remained until 1840, when, after several years of disuse, it was taken down. The old burying ground with its first head stone of 1713, remains to mark the site of the first meeting house and first laid-out ground of Truro.

Mr. Avery preached in the house until his death in 1754, and was succeeded by Rev. Caleb Upham, ordained October 29, 1755, who was pastor forty-two years, departing this life in November, 1828. Rev. Stephen Bailey supplied about five years until the ordination of Silas Baker, in March, 1832. Mr. Baker was dismissed in 1834, and was succeeded in March, 1836, by Charles Boyter until 1843.

In 1827 a new church edifice was erected at Truro village, southwest of the old meeting house, and in which the present distinctive

Congregational society worships and claims to be a continuation of the old. Edward W. Noble was ordained in December, 1849, and continued until 1883, succeeded by Joseph Hammond for three years. Hiram L. Howard and J. K. Closson successively supplied each a term, and in the autumn of 1889 Rev. T. S. Robie was settled as pastor.

A portion of the original society organized themselves into a new society, May 22, 1842, calling themselves the Second Congregational church, but the society soon after united with the Methodists in building a meeting house and the two societies were formed into one, called the Christian Union Society, the pulpit to be supplied one-half the time by a pastor of each of the original societies. This was done according to the terms of the union, but during the last twenty years the pulpit has been mostly filled by a Methodist pastor. The pastors have been: 1840, Seth H. Beals; 1842, Benjamin M. Southgate, and Osborn Myrick; 1845, John D. King; 1847, Arnold Adams, and Thomas Smith; 1849, George W. Rogers; 1851, Samuel J. M. Lord; 1855, Franklin Sears; 1856, Job Cushman; 1859, Abram Holway; 1860, Malcomb D. Herrick; 1861, Joseph C. Barlett; 1863, Philander Bates; 1866, Charles Stokes; 1869, Jacob W. Price; 1871, Henry W. S. Packard; 1873, Joel Martin; 1874, Isaac Sherman; 1878, Charles Morgan; 1882, Samuel Morrison; 1884, Benjamin K. Bosworth; 1887, Frederick C. Crafts; 1888, Christopher P. Flanders.

The present meeting house, owned by the Methodist Episcopal Society of Truro, was erected on the high ground on the north side of Pamet river in 1826, by the society already organized. In 1845 the house was remodeled, and again about fifteen years ago the galleries were removed and the inside of the house more or less changed. Since 1876 this society and that of South Truro have been served by the same pastor. The names of the ministers and the year they commenced are: 1827, Warren Wilbur; 1828, Benjamin Keith; 1829, Abraham Holway; 1830, William R. Stone; 1832, William Ramsdell; 1834, Enoch Bradley; 1836, Thomas W. Giles; 1838, J. R. Barstow; 1840, Levi Woods; 1841, Reuben Bowen; 1843, Thomas Patten; 1844, Charles A. Carter; 1846, Henry Mayo; 1847, Samuel Beadle; 1849, O. Robbins; 1850, T. B. Gurney; 1851, Thomas D. Blake; 1853, E. B. Hinckley; 1854, L. E. Dunham; 1855, John W. Willett; 1857, William E. Sheldon; 1858, N. P. Selee; 1860, J. B. Washburn; 1863, Lawton Cady; 1864, A. H. Newton; 1865, Joseph Geery; 1866, H. S. Smith; 1867, Jason Gill; 1870, Isaac G. Price; 1871, Isaac Sherman; 1874, Richard Burn; 1876, Virgil W. Mattoon; 1879, Charles N. Hinckley; 1880, J. S. Fish; 1883, Charles T. Hatch; 1886, John Q. Adams; 1889, John S. Bell.

The Universalists in 1846 had acquired sufficient strength to

undertake the erection of a suitable building for their services, but a severe storm completely demolished the newly-raised building and the project was abandoned.

Very early the members of the Methodist faith were actively engaged in Truro, and after the days of circuit preachers one society embraced all of that faith. After the erection of the meeting house at Truro, the members of the society at South Truro found it inconvenient to go regularly there for worship. This led to the organization of the South Truro Methodist Episcopal Society on the 29th day of April, 1829. A church edifice was dedicated December 15, 1831, by Presiding Elder Benjamin F. Lombard. In 1851 the society had outgrown the house, and a new one erected just west of the first, is the one now occupying a prominent position upon the hill north of the little village of South Truro. Since 1876 this society and the First society at Truro have been supplied by the same pastor.

The first pastor, Rev. Benjamin Keith, was largely instrumental in the organization of Methodism in Truro, and after many years of service on the circuit was settled as the pastor of this church in 1831; but a modest monument in the old burial place of this society, and near by the site of the old house in which he had so faithfully labored, marks the place of his burial in 1834. He was succeeded in 1833 by Joseph B. Brown; in 1834 by Thomas Dodge for three years; 1839 by Joel Steele; 1841, James Bignall; 1842, Henry H. Smith; 1845, Lozian Pierce; 1846, William Leonard; 1848, Adin H. Newton; 1850, Ira M. Bidwell; 1851, Anthony Palmer; 1852, William Keller; 1854, William Leonard; 1856, F. A. Loomis; 1857, Josiah C. Allen; 1860, A. Lathan; 1861, S. B. Chase; 1862, George S. Alexander; 1864, E. M. Anthony; 1866, Messrs. Bowditch and Ayer; 1867, B. L. Sayer; 1870, Wetherbee, Miller and Macomber; 1876, Mr. Butler; the pastors who have since served are given in the list of the Truro church.

Of the early preachers and exhorters in the rise of Methodism in Truro many pleasing things are recorded. Earnestness and, perhaps, eccentricity were marked in their labors. The local exhorter was a prominent factor in the life of the primitive church, and with these the Truro society was well supplied. Ephraim Doane Rich, Ebenezer L. Davis, Stephen Collins and others will not be forgotten for their good works in the cause of Methodism. The logic of these plain exhorters was incontrovertible, although presented in a rude and uncultivated manner.

After the camp meeting of 1819 at Wellfleet the societies of that town and Truro united in 1826 in pitching their tents in Truro, a short distance south of the bridge, on the hill where was a beautiful grove, and where Joshua Smith afterward built a house. These meet-

ings resulted in the incorporation of the Eastham Camp Meeting Association, and still later of the present Yarmouth association.

BURYING GROUNDS.—The oldest burial place of the town is that south of North Truro, where the first Congregational meeting house was erected. This religious society later opened one at Truro, and more recently have opened still another there. The Methodists have one at Truro, and the South Truro society have another at South Truro. The Catholics instituted a burial place at Truro a few years ago, being the sixth in the town.

SCHOOLS.—The first mention of any provision for the support of schools in Truro was in the town meeting of 1715, when it was voted "that Rev. Mr. Avery and the selectmen be a committee to procure a suitable person to keep a town school." This order was not successful in its result, for the very next year the town was presented for its delinquency in not providing a teacher, and Jonathan Paine was appointed to appear at the court of general sessions in the town's behalf. In 1716 the town school began, the sum appropriated being twenty pounds for a half year. The teacher, Samuel Spear, was hired for the year 1717, having given satisfaction the first six months. His salary was forty pounds and "board himself."

To the credit of the town, let it be recorded that the citizens preferred a school for the young, to sending a representative to general court, and as the expense of both was thought to be onerous the school went on and the representative remained at home. In 1719 Samuel Winter was hired for twelve months for forty pounds, and the school was to be moved around. The first three months it was taught in the house of William Dyer, jr.; the next six months at Captain Constant Freeman's or in his neighborhood, and the last three months of the year at a suitable place near East harbor. No school houses were yet erected, and for many years the schools were kept in private houses.

In 1821 Mr. Winter was engaged for one year and three months, the term to commence after his engagement for 1720. The prosperity of the schools and the increase in pupils led to the purchase, in 1724, of two school house sites, one near the residence of Richard Stevens, and the other at the northerly side of Longnook. School houses were built on these lots, and the last named site at Longnook was used for school houses until 1855.

From the 26th of June, 1728, Solomon Lombard was the teacher for a year, and after a term of years Mr. Gibson was hired, as we find a complimentary vote in 1737 in the town records which explains itself: "Voted to give Mr. Gibson the rate of £55 a year in consideration of his support of the ancient people with whom he lived the winter past." In 1747 sixty pounds was voted for the schools.

In 1757 Mr. Woomley was employed, and although the times were stringent the schools progressed. In 1765 it was thought expedient to ask the general court to be excused from providing a grammar school, and to be permitted to substitute a good school for reading and common branches; but after a few years this error was corrected by a vote that Barnabas Paine, Joshua Atkins and Ebenezer Dyer be agents "to get a learned grammar master at once." In 1798 two hundred dollars was paid for schools and forty dollars for singing to be taught.

In 1840 the school fund from the state gave fresh impulse to the school interests and \$750 was appropriated for schools. From this a visible improvement was discernable, the appropriation in 1853 being \$1,300, and \$1,450 in 1855. The next year \$1,500 was set apart for their support, suitable rules were made for the better regulation and attendance of the seven schools then kept in as many nice houses throughout the town. Six of these houses had double rooms, were commodious, and better provided with teachers than when left to each district to build the houses and provide the necessary equipments. The interest has continued. Gradation followed, and the eleven districts were reduced to seven, and from seven to the present system of four houses in the town. North Truro has one of two departments; Truro one with two rooms; Longnook has a good house and South Truro another. The annual appropriation is now \$1,600. The committee in charge are efficient school men, and the standing of the schools is a worthy result of the continued care and expense bestowed.

VILLAGES.—The town has no large villages, but in the past, as well as present, the several communities have possessed the elements of New England villages. The East Harbor village was situated south of the harbor of that name, and last century it was the important one of the town. From East harbor southerly to the Pond this settlement extended, and there in the enjoyment of rural avocations, a large community of peaceful, contented citizens dwelt. As soon as the fishing interests clustered at the Pond, and a post office was established there, then Pond village was the center of the northern part of the town; and north of that there are but few residences at the present time. It is now called North Truro. The high banks along the bay are intersected by a valley, making from the shore, and this dividing into two parts, forms a pretty and secluded spot for a village. Early in the century the entrance to the valley afforded a convenient landing from the bay, and the circuitous bend of land that forms the harbor of Provincetown sheltered this landing place from the winds, making a chosen spot for the fishing vessels. At this point the Cape is very narrow, and across to the ocean shore the cheerful

homes of the villagers extend, so that the lights and the life saving station may be considered as in the village of North Truro. The situation and surroundings of this pleasant hamlet excel any other of the town. The first graveyard of the town, and the site of the first church are visible to the south, and from the surrounding hills may be seen Provincetown and Plymouth.

In 1835 a post office was established here, the entire town having had but one office prior to that, and which was in the center of the town. David Ayres, appointed June 18, 1835, was the first postmaster, keeping the office at his residence. Isaiah M. Atkins was appointed September 26, 1836, followed October 25th of the same year by James Small, who kept the office at the Highlands. July 29, 1841, Edward Armstrong was appointed, removing the office to his house, opposite the present office. He died, and his widow, Hannah, was appointed April 24, 1846. John Grozier was appointed June 8, 1847, and kept the office about a quarter of a century in his residence, near the pond. June 23, 1873, Captain Edwin P. Worthen was appointed, and he kept it several years in his house, then in a store building just west of his present home. In October, 1889, Lillian J. Small, the present incumbent, was appointed, who removed it to her store, where, with an addition to the building for its accommodation, the new case of boxes and drawers are neatly kept.

The original store building in which the post office is kept was erected in 1856 by A. C. Small, who in 1857 began trade in groceries, continuing until 1881, when his daughter, Lillian J. Small, commenced in dry goods, drugs and fancy articles. The post office is in the front part—all new except a standing desk that has been in use in the office for fifty years. Marshall Ayers had an old store when he was postmaster. It stood near Mr. Thompson's present store, and was moved to where John Francis lives. Anna Small kept an old store in it after it was moved. That part of the village south of and near the present Union church contained several stores early in the history of the village. Johana Mercy had one in her house where Jeremiah Hopkins lives, near the church. Sylvanus Nye had another in the house now the residence of Atkins Hughes, and prior to that he kept one where Caleb Eastman lives. Frank Small had one south of the present village, and Eleazer Collins another where Charles Collins lives.

David D. Smith began, in 1846, a store in a small building near John G. Thompson's present place of business. In 1851 he erected Thompson's store, where he continued business till April, 1864, when he sold to Samuel Knowles. In 1865 Sylvanus Hughes purchased the property, and began a store in June, 1866, which he sold out to John G. Thompson in September of the same year. It was in 1849 that

Frank Small opened his store opposite the church, which he continued twenty-one years, and then sold to J. W. Small, who, after a year, moved the building across next to the church. In 1873 John G. Thompson purchased the goods and moved them to his store. Mr. Thompson has recently erected a large grain and flour store-house nearly opposite his store, and is conducting the largest trade in the north part of the town.

Taverns were formerly kept on the King's highway, in the eastern part of the village, but the keepers' names cannot be recalled. The present hotel, owned by I. Morton Small, is more especially for summer visitors, and has been liberally patronized. It is properly named the Highland House, from its elevated site on the clay pounds near the lights. Hiram Hatch was engaged as proprietor for 1890. Near the depot a summer hotel is kept by Mrs. Atwood, and just east Mrs. Green has opened another.

The railroad track runs across the mouth of the valley that opens into the hills, and the high embankment has cut off the tides that formerly made the Pond a safe anchorage for small craft. On the north side of the valley stands the neat depot of the Old Colony railroad, of which Isaac Green was the first agent until his death, when Isaac Smith, his son-in-law, the present agent, was appointed.

The village has a neat and thrifty appearance, and since the establishment of the several fishing weirs, of which Atkins Hughes is agent, it has assumed considerable commercial importance.

Truro village, sometimes called Truro Center, is the principal community of the town. The town house, two churches, clerk and treasurer's office, and the continuation of the oldest post office of the town have centered here, and give to the scattering community the *sobriquet* of a village. The valley and banks of the Pamet river, Indian neck, and Longnook are considered within the limits of the village, and constitute an area of several square miles of hills and downs, traversed by sandy, winding roads. The dyke over which the public road passes has stopped the influx of the tide, and above this the marshes along the river bear English hay, and afford better farming land. On the old stage route around the head of the marshes were taverns, but none are extant. Of the old stores in which molasses, rum and tobacco were the staples, none are left, those of the fore part of this century being the connecting link between the past and present.

In 1820 Daniel Paine started a store at Longnook where he had the post office. Captain Samuel Ryder prior to 1830 had a store on the bank north-east of the present post office, which he closed in 1851 when he went west. In 1833 Josiah Wilder started a store near the lower foot bridge, on the south side of the river, and years afterward

moved the building to where Daniel W. Oliver lives, where he continued until 1864. John Smith in 1837 started a store near the present depot, and on the north bank near the embankment Snow & Paine started another. These were fitting-out stores in connection with the fisheries. Lewis Lombard and Solomon Paine, jr., continued these stores until the decline of the fishing business. John M. Gill had a tin and hardware store near Union wharf in 1840, and Nathan K. Whorf also kept a variety store there. Near this wharf two sail lofts and one rigger shop were run successfully for years, for it was here that vessels were built, and here were wharves for vessel and boat building other than has been mentioned in the town history of Truro. The harbor was excellent between the years 1830 and 1845, but in 1860 the sand had so choked it that the industries clustered there were discontinued. Then the business naturally moved a mile up the river, where it is continued, but not so extensively as formerly.

Samuel C. Paine started a store at Longnook in 1855, and in December, 1860, moved the building and goods to his present place at the north end of the dyke, where in March, 1861, he opened his present business in drugs and medicines.

About 1855 Benjamin Dyer opened a grocery store near the present post office, in which he was succeeded by Amasa Paine and Nathaniel Dyer as the firm of A. Paine & Co. In 1879 William I. Paine, son of Amasa, took the business, which he continued until 1886, when he was succeeded by J. L. Dyer, who continues business.

In 1888 Daniel W. Oliver moved the school house from the place called Castle to his present place of business—the south end of the dyke. The store had been a skating rink when that craze spread over the Cape, and it made an excellent grocery and dry-good store in which he continues business.

The last stores at the wharves, where the railroad embankment is, were company stores, the very latest being run by Elkanah Paine under the name of E. Paine & Co. He was succeeded in 1856 by a company composed of Nathaniel Dyer, Amasa Paine and Sears Rich, as N. Dyer & Co., which dissolved after a short time. These gentlemen, as did the company composed of Josiah Wilder and Joseph Whorf, moved up the river, and in some individual cases opened other places of business at the present center. The high embankment now overlooks the sites of these busy wharves and stores of fifty years ago, and hardly a vestige of the former industries remain. The railroad passed through in 1873, when George S. Hamilton was appointed the depot agent, which position he filled until 1885, when Isaac C. Freeman was appointed.

The first postmaster of Truro was Ephraim Harding, appointed April 1, 1798. July 1, 1803, he was succeeded by Benjamin Harding.

who was followed by Sylvanus Nye, at the Highlands, February 25, 1809. The next incumbent was Daniel Paine, appointed December 16, 1820. He kept the office at Longnook. December 24, 1830, Hincks Gross was appointed, succeeded March 8, 1847, by Josiah Wilder, at his store. April 9, 1859, Edward Winslow was made postmaster, but he resigned in 1861 to enter the army, and Samuel C. Paine was appointed. Mr. Paine kept the office at his store until 1888, when Daniel W. Oliver was appointed, and he removed the office to his store. In June, 1889, Samuel C. Paine was re-appointed, and the office was removed to the old place.

The Union Hall Association was instituted May 1, 1848, by the usual legal warrant issued by Barnabas Paine. Ninety-six of the one hundred shares of stock issued were taken and by an assessment of \$22.78 on each share the Union Hall was erected. The lower floor was constructed for public use and the upper for the Odd Fellows, Sons of Temperance, and Cadets, all of which societies were discontinued after a few years. This building was sold to the town as has been stated.

The social circles are well attended and of these this village has its proportion. The Iron Hall, Branch 984, organized February 15, 1889, has fifty members.

The Truro Library Association, with a good collection of books, and its literary entertainments given in public, is indicative of the taste of the residents. The societies and associations, although meeting at the center, are composed of members from the entire town.

South Truro has been so designated only since the advent of the railroad, and since the citizens of the south part of the town asked for and received postal facilities. It is situated in the southwest corner of the town, adjoining Bound brook, and has some commercial importance in the affairs of the town. The pleasant little depot of the Old Colony railroad is now kept by S. W. Rich, who was appointed in 1882. Walter N. Elliott was the agent for several months previous, and John Elliott was the first appointee, serving from 1873 to 1881. A post office was asked for, and in March, 1874, the South Truro office was instituted with John Elliott as postmaster, who kept it at the depot while he was agent and then at his store. It is now kept by him in his store a few rods from the depot.

There had been a small community here from the early settlement of the town, but the first store within the memory of the present residents was that of Nehemiah Rich, who started it prior to 1835 and continued to about the year 1848. In 1849 some thirty citizens formed a stock association and opened the Union store, which was continued until about 1860, when Joseph Whorf, Elisha Rich, Ephraim Rich and Samuel Rich purchased the business. In 1862 Samuel Rich

bought out the others and ran the store until 1864, then moved the building to Provincetown. About 1854 the Union Store Company built a wharf on the bay shore where a fishing business was carried on, but when the company business at the store was discontinued the wharf was taken up and reconstructed at Provincetown. Three of the members of the Union Store Company—Atwood, Ephraim, and Elisha Rich—each had a small store at their houses subsequent to the dissolution of the company business.

In 1846 Joseph S. Cole started a store in a room at his house, and after three years erected a small store building where Richard T. Cobb lives. After about two years the store was moved across to his residence, then to the site of the Union store, and a few years ago he again moved the building to the present site near his house, where he continues his business.

This post hamlet enjoys a daily mail, and has the religious advantages of the Methodist Episcopal church half way between this and the center.

BIOGRAPHICAL SKETCHES.

Sylvester B. Atwood, son of Peter L. and Mary C. (Collins) Atwood, and grandson of Joel Atwood, was born in Wellfleet in 1847. He followed the sea from 1859 until 1885, when he took charge of weir fishing. He was for eight years master of coasting and fishing vessels. He married Sarah, daughter of Samuel and Mercy D. (Snow) Paine. They have two sons: Frederick A. and George F.

Benjamin Coan, born in 1824, is a son of Samuel and Hannah (Avery) Coan, grandson of Samuel, and great-grandson of Abraham Coan, who came from Long Island, N. Y., to Truro. He followed the sea from 1833 until 1874, twenty years of the time as master of vessels. He has been clerk and treasurer of the Christian Union church of North Truro several years. He married Sally K., daughter of Francis and Annie Small. Their two children, Benjamin and Annie, are both dead.

Elisha Cobb, born in 1817, is the eldest of six children of Freeman and Nancy (Rich) Cobb, grandson of Richard, and great-grandson of Joseph Cobb. He followed the sea for fifty years prior to 1876, as master of fishing vessels twenty-eight years. He married Thankful W., daughter of Joseph and Ruth (Atwood) Cobb, granddaughter of Mulford, and great-granddaughter of Joseph Cobb. Their children are: Joseph A., Mary E. and Julia F.

Joseph S. Cole, born in 1812 in Wellfleet, is the only surviving child of Daniel and Polly (Snow) Cole, and grandson of Daniel Cole. He was several seasons in the fishing business. In 1845 he came to South Truro. He was first married to Rachel Y. Pierce. After her

death he married for his second wife Eliza Rich. She died and of their three children only one is living—Mary, Mrs. B. F. Rich. His third marriage was with Ruth A., daughter of Joseph and Ruth (Atwood) Cobb.

Amasa S. Dyer, son of William and Phebe (Small) Dyer, was born in Provincetown in 1837. He followed the sea as a whale fisherman from 1855 until 1882. He has been keeper of the Highland light since February, 1888, having been transferred from Duxbury Pier light, where he had been keeper thirteen months. He married Mary Elizabeth, daughter of Eli Seavey of Maine.

John Elliott, son of Phillip and Betsey (Newton) Elliott, was born in 1826. He followed the sea from the age of fourteen until 1876, since which time he has kept a store at South Truro. He married Eliza A., daughter of Samuel Rich, who was a son of Samuel, grandson of James, and great-grandson of Joseph Rich. Their four children are: Charles C., John W., Mary E. (Mrs. J. F. Rich), and Walter N.

Caleb U. Grosier, born in 1822, is a son of John Grosier, born May, 1791. His mother was Mercy, daughter of Constant Hopkins. He began following the sea, fishing, at the age of fourteen. He was master of vessels from 1857 until 1878 in the merchant service. His first wife was Hannah Slew, daughter of Thomas Slew, and his second wife was Azubah, daughter of Ebenezer Paine.

William Hamson, son of William and Hannah Hamson, was born in 1819 in Charlestown. He came to Truro at the age of nine, and two years later he began going to sea, continuing until 1879. He was engaged in weir fishing for a few years, and is now retired. He married Nancy C., daughter of Leonard and Mary W. (Collins) Snow, and granddaughter of Stephen Snow. Their children are: Leonard S. of Syracuse, N. Y., and Mary E. (Mrs. N. D. Freeman) of Dorchester, Mass.

William Holden, born in 1834, is a son of William and Sarah (Myrick) Holden. He followed the sea for about thirteen years, since which time he has been a farmer, owning his father's homestead at High Head. He married Mary R., daughter of Henry Johnson. Their two children are: Seymour E. and Julia J.

Atkins Hughes, born August 14, 1828, is a son of James and Jane (Avery) Hughes, and grandson of John and Rachel (Dyer) Hughes. Mr. Hughes married Betsey Lewis Paine, March 26, 1850. Their living children are: Amelia E., Phebe N., Idella L., Georgia W. and Bessie J. Mr. Hughes began his seafaring life in 1840, and thirty-two of the thirty-nine years that he spent at sea he was master of vessels, mostly in foreign trade. Since 1879 he has been manager and agent for fish weirs. He was representative in 1881 and 1882.

DAVID LOMBARD.—The Lombard family, which has long figured conspicuously in the affairs of Truro, is to-day represented in the town by David Lombard, who was born October 9, 1825, in the homestead he now owns. His father, a son of James, was Captain David Lombard, who was born November 9, 1796, and on December 10, 1820, married Anna, daughter of Jaazaniah Gross, the widow of his older brother, James Lombard.

Their other children were: James, born February 4, 1823, died December, 1878, leaving two children, Florence and Arthur; Lewis, born November 18, 1827, married Mehitabel A. Stevens; Melvina A., born November 2, 1829, is now the widow of Nathaniel L. Harding; Angelia M., deceased, was born October 26, 1831, and married Horace A. Hughes, also deceased.

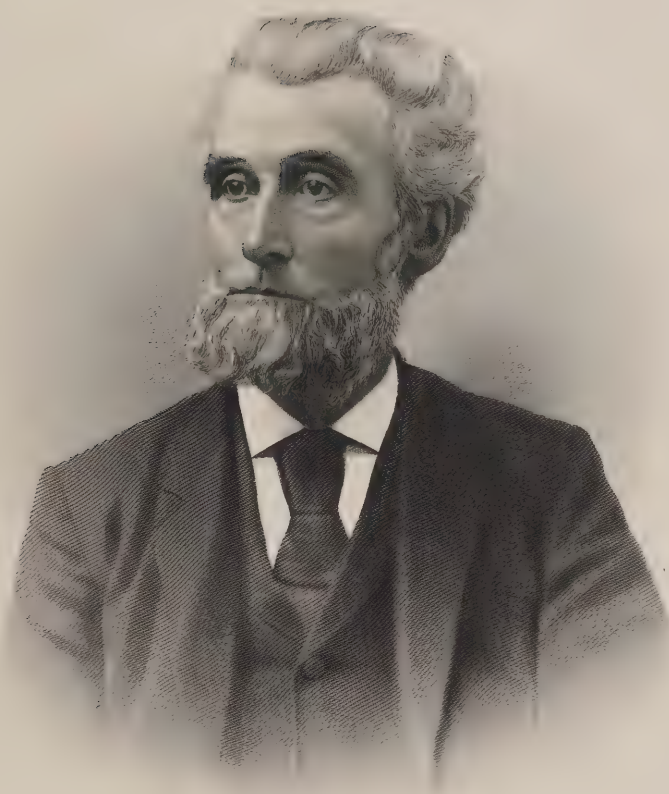
Captain David Lombard, shortly before 1841, became the first packer of mackerel at Truro, and continued the business with profit for many years. He was a liberal supporter of churches, and although his sons are all republicans, he was himself a life-long democrat. He was interested in navigation, and at one time had a hill full of salt works. Prior to his death, February 3, 1888, he was the oldest living representative of the name here.

The present David Lombard, when eighteen years of age, obtained in Boston a clerkship, and was subsequently interested for three or four years with his father in the mackerel business. He then was with Uriah Mayo twenty-one years in the fish packing business in East Boston. He returned to Truro in 1877, and after the death of his mother in October, 1879, with his sister, Mrs. Harding, maintained a home for their father until his death. The homestead where the parents died was erected by Captain Lombard the year of their marriage and for sixty-eight years the original shingles remained.

The David Lombard of this sketch now lives retired at Truro amid the scenes of his boyhood, surrounded by his books.

Daniel W. Oliver, born in 1840, is a son of Benjamin and Abigail C. (Young) Oliver. He followed the sea from 1849 until 1887, being in command of vessels in the West India trade twenty-three years. He married Deborah, daughter of Richard A. Atwood. They have one son, Richard S.

Daniel E. Paine, born in 1848, is the only surviving child of Daniel^o and Jane A. (Snow) Paine (Barnabas^s, Daniel^l, Jonathan^s, Thomas^s, Thomas Paine^l). He is a meat and provision merchant, having succeeded his father in 1871, in the business which was established in 1846 by Daniel and Richard Paine. He married Elizabeth D., daughter of Thomas Ryder. Their only son is Daniel, one son, John R., having died. He is a deacon of the Congregational church, having succeeded his father at his death in 1871.



David Lombard

Samuel C. Paine⁷, born in 1824, is a son of Barnabas⁶ and Hannah (Coan) Paine (Barnabas⁵, Daniel⁴, Jonathan³, Thomas², Thomas Paine¹). He was nine years a member of the school board and school superintendent one year. He married Henrietta, daughter of Daniel Paine.

Nathan K. Parsons, born in 1835 in Orleans, is a son of James and Urecta (Kenney) Parsons. He came to Truro at the age of seventeen and has since been engaged in the fishing business. He was master of fishing vessels thirteen years prior to 1880, and since that time has been weir fishing. He married Lucy, daughter of James and Jerusha (Rich) Grove. They have two children: Jesse K. and Urecta K., one son having died.

John H. Rich, son of Isaac, grandson of Isaac, and great-grandson of Isaac Rich, was born in 1850. He followed the sea in the fishing business from 1862 until he retired to go into the life saving service. He was surfman at the Pamet River life saving station from January, 1873, until 1888, since which time he has been keeper. He married Edith E., daughter of Sewell S. Mayo. Their children are Arthur B. and Marilla F.

John L. Rich, son of Michael, grandson of Obadiah, and great-grandson of Richard Rich, was born in 1839. He followed the sea for twenty-five years. He was on the Highland life saving station eight years, since which time he has been engaged in weir fishing. He married Mary E., daughter of Jesse Paine. Their children are: Milard F. and Frederick C., and two sons that died in infancy.

Josiah F. Rich, born in 1829, is the eldest son of Henry, and grandson of Henry and Rebecca (Thomas) Rich. His mother was Winifred, daughter of Paul and Mary (Higgins) Atkins. He followed the sea from 1840 to 1859, and since that time has kept a general store in Truro. He was assessor in 1877, and is now chairman of the board of selectmen, having been a member of that body for ten years. He married January 1, 1852, Rebecca, daughter of Benjamin and Rebecca Paine, and granddaughter of Samuel Paine. Their children are: Henry F., born November 5, 1852; Samuel B., born July 1, 1854; Anna C., born February 18, 1857, died May 16, 1885; Rebecca P., born August 15, 1860, died December 11, 1864; Rebecca P., born April 11, 1866; and Sherman G., born October 15, 1868.

Michael A. Rich, born in 1849, is a son of Michael A. and Betsey L. (Snow) Rich. He is a farmer at North Truro. He married Amelia E., daughter of Atkins Hughes. They have two children—Nellie A. and Alton E. They lost one daughter in infancy.

Richard A. Rich, son of Richard and Sally R. (Atwood) Rich, grandson of Ephraim D., and great-grandson of Richard Rich, was born October 19, 1844. He followed the sea in the fishing business through the summer months from 1859 until 1878, as master after

1860. Since 1878 he has been engaged in weir fishing. He has been for several years a member of the school committee, and has taught school during the winter season for several years. He was elected in 1889 to represent his district in the legislature.

I. Morton Small, born in 1846, is a son of James and Jerusha (Hughes) Small, grandson of Isaac, great-grandson of Francis, and great-great-grandson of Samuel Small. He has been marine telegraph operator at the Highland station since 1860. He has owned the Highland House since 1873, having succeeded his father, who had kept a summer boarding house for eleven years. He married Sarah E., daughter of John Small. She died leaving three children: Willard M., James S. and Lillian M.

Thomas F. Small, born in 1813, was the eldest son of James and Polly (Dyer) Small, grandson of Isaac, and great-grandson of Francis, whose father was Samuel Small. Mr. Small was a farmer at Truro until his death, April 8, 1890. He married Elizabeth P., daughter of John and Hannah (Paine) Hughes, granddaughter of John and great-granddaughter of John Hughes. Their two children: Eliza F., who married John Horton, and Warren W., who married Sally A. Dyer.

Isaiah Snow, born in 1842, is one of ten children of Ephraim and Jemima (Knowles) Snow, grandson of Shubael and great-grandson of Anthony Snow. He was seven years in business in Philadelphia. Since February, 1881, he has been traveling salesman for a wholesale house. He served in the civil war in Company E, Forty-third Massachusetts Volunteers. He is trustee, treasurer and recording steward of the Methodist Episcopal church, also superintendent of the Sunday school. He married Hattie R., daughter of Edward Hopkins and granddaughter of Edward Hopkins. They have lost two children: Frank I. and Dean H.

John G. Thompson, born in 1837, is the only surviving child of Alexander and Bethiah (Grozier) Thompson. He followed the sea from 1855 until 1866, and has since been a merchant at North Truro. He married Sally C., daughter of James Hughes. They have two children living—Albert H. and Mary A.—and lost one—Emma H.

Edwin P. Worthen, son of Jacob Worthen, was born in 1837 in Charlestown, Mass. He came to Truro at the age of seven and followed the sea from that time until 1872, seven years as master. He has been keeper of the Highland life saving station since December, 1872. He married Julia E., daughter of John Francis.

CHAPTER XXVIII.

TOWN OF PROVINCETOWN.

BY JAMES H. HOPKINS.

Early Explorations.—The Pilgrims.—Location and Characteristics.—First Settlement.—Incorporation.—Civil History.—Resources of the Town.—Banks.—Insurance Companies.—Public Library.—Societies.—Churches.—Schools.—Biographical Sketches.

WITHIN the harbor of Provincetown was signed the compact, “perhaps the only instance in human history of that positive, original social compact which speculative philosophers have imagined as the only legitimate source of government,” which gives to Provincetown a just claim to be the birthplace of free and equal government in America. At Provincetown was born Peregrine White, the first English child born in New England, and beneath the waters of the harbor rests Dorothy May Bradford, wife of William Bradford, the leader of the Pilgrims. The history of Provincetown, however, does not begin with the arrival of the *Mayflower* at Cape Cod, but includes the details of the memorable discoveries of the early navigators and explorers who began to visit its shores nearly a hundred years before the landing of the Pilgrims.

In 1624, John Verrazano, the great French navigator, visited the shores of the New World, and in the famous Verrazano map of 1529, prepared by James Verrazano, tracing the discoveries of John Verrazano, appears for the first time upon any chart of the New World an outline of the coast of the present Cape Cod, sufficiently distinct for identification. These discoveries gave to the European world its first knowledge of the existence across the sea of that wonderful land which the great navigator named *Verrazana Sive Nova Gallia*. The claim of John Verrazano as the first discoverer of Cape Cod is established by the Verrazano chart, and fifty years ago or more would, perhaps, have been undisputed. The investigations of Henry Wheaton and the lifelong studies of Carl Christian Rafn of Copenhagen, have gone far, however, toward fixing New England as the legendary Vinland of the sagas, and the map of Vinland, published by Rafn in 1564, locates upon the New England coast, the places visited by

the early Norse navigators and applies to the extremity of Cape Cod the name Kjalarness, while to the shores of the Cape at Chatham is applied the name Furdstrandir.

That the Norsemen once visited these shores and sailed along the coast is maintained with great force by Carl Christian Rafn and the eminent historians who have accepted his theories. But a report accepted by the Massachusetts Historical Society in 1887, expresses the belief that there is no more reason for regarding as true the details related about Leif Ericson's discoveries than there is for accepting as historic truth the narratives contained in the Homeric Poems. The shadowy traces of Norse voyages to the New World, as noticed at page 20, however, have not yet deprived Verrazana of the honor of being the first navigator whose voyages along the Sandy cape are authenticated by historic records.

The transitions in nomenclature that appear upon the charts of the fifteenth and sixteenth centuries afford an idea of the history of Cape Cod during the years that intervened between the voyage of Verrazano and the landing of the Pilgrims. Upon a chart of Ribero published in 1529 Cape Cod appears as *C. de Arenas* or Sandy cape, a name that recurs upon the map of Rotz in 1542; Mercator, 1569; Judeis, 1580; and Quadus, 1600, indicating, perhaps, that the soil of the Cape has not changed materially with the lapse of time. Another Rotz chart of 1542 gives to the Cape the title Arecifes, while a chart of Jean Allefonsce, who visited Massachusetts in 1557, uses the name Francescan cape to designate the *Cabo de los Arenas* of the earlier maps. Of the details of these voyages, the record of which the early charts alone preserve, nothing is now known. The early navigators, however, uniformly applied the name Cape to that portion of Cape Cod lying northerly of High Head in Truro, and doubtless seldom sailed along the eastern coast of the United States without passing in sight of the headland, the glittering sands of which so early acquired the name of Sandy cape.

The first discovery of Cape Cod by an Englishman was made by Bartholomew Gosnold, who, with Bartholomew Gilbert, attempted in 1602 a more exact discovery of the whole coast of Virginia. Setting sail from Dartmouth, England, March 26, 1602, in the *Concord*, Gosnold pursued the route followed by Verrazano, directly across the Atlantic, instead of sailing southward to the Azores, as the former navigators had usually done, and "possible more by the guidance of providence than by any special art of man, on the 14th of May following, made land in the latitude of 43°." Standing to the south Gosnold, on the 15th, as Archer says, found himself "embayed with a mighty headland," like an island, by reason of the large sound that lay between it and the mainland. To the sound he gave the name Shoal Hope.

The shore he described as "a low, sandy shore but without dangers in the latitude of 43°." Near the Cape, "within a league of the land, he came to anchor in fifteen fathoms," and named the land Cape Cod from the quantity of codfish caught by his crew. "The shore was bold and the sand very deep."

Provincetown contains within its limits the first spot in New England ever trod by Englishmen. For many years after the discoveries of Gosnold the term Cape Cod was applied to that part which extends northerly from the mainland of the Cape at Highhead, Truro. In 1603 Martin Pring, an adventurer from Bristol, set sail in the *Speedwell*, and coasting southerly "bore into that great gulf which Captain Gosnold overshot the year before," as his journal says. Pring found, however, "no people on the north thereof" at Provincetown. In 1605 De Mont's, with Samuel Champlain as pilot, visited Cape Cod bay. In 1614 the celebrated John Smith explored the coast from Maine to Cape Cod. The following description, taken from Smith's "New England," is most interesting: "Cape Cod is the next presents itself, which is only a headland of high hills of sand overgrown with shrubby pines, hurts and such trash, but an excellent harbor for all weathers. The Cape is made by the main sea on the one side and a great bay on the other, in form of a sickle; on it doth inhabit the people of Pawmet; and in the bottom of the Bay the people of Chawrum. Towards the south of this Cape is found a long and dangerous shoal of sands and rocks. But so far as I encircled it, I found thirty fathoms of water aboard the shore and a strong current, which makes me think there is a channel about this shoal, where is the best and greatest fish to be had, Winter and Summer, in all that Countrie. But the salvages say there is no channel, but that the shoals begin from the Main at Pawmet to the Isle of Nauset, and so extends beyond their knowledge into the sea."

Upon Captain Smith's chart of New England, published in 1614, Cape Cod appears as Cape James and Cape Cod harbor as Milford haven, while Cape Cod bay is called Stuart's bay. On his departure from England, Smith left behind Captain Hunt to get a cargo of dry fish to take to Spain. In doing this Captain Hunt went to Cape Cod bay, and there seizing twenty-seven of the natives for slaves, carried them away to Spain—an act still remembered in 1620 when the Pilgrims landed and found the natives not kindly disposed to Englishmen. Cape Cod was also visited by Captain Edward Brawnde in 1616 and by Thomas Dermer in 1619. Dermer in 1619 likened the land of Eastham and Brewster to the best tobacco land of Virginia.

The foregoing narrative of voyages to Cape Cod does not include a description of every expedition made to New England during

the fifty years preceding 1620, but contains an allusion to every expedition which tradition or the early records prove to have visited the shores of the Cape in the neighborhood of Provincetown. Noteworthy as were these early explorations, they have received less attention from the local historian because of the far more famous and epoch making adventure to Plymouth in 1620, the details of which must ever recall to the sons of Provincetown the historic associations that are inseparably connected with the place of their birth.*

September 16, 1620 [N. S.], the *Mayflower* set sail from Plymouth and crossed the Atlantic "shrewdly shaken" by many storms, yet fortunately preserved from serious disasters. Upon the voyage an English sailor and the passenger, William Button, died, and a child, Oceanus, was born to Stephen and Elizabeth Hopkins.

The experiences of the voyagers who were to plant at Plymouth, in New England, the colony the eventful history of which has so often been written, are related with a quaintness and frankness of speech that is delightful in *Mourt's Relation*, a journal or relation of the proceedings of the plantation settled at Plymouth in New England, which was first printed at London in 1622, the authors of which are believed to have been Robert Cushman, George Morton, John Robinson, William Bradford and Edward Winslow, although the following quotation and the one at foot of page 22 are usually ascribed to the accomplished pen of William Bradford:

"Wednesday the 6th of Sept. [16th N. S.] the wind coming east northeast a fine small gale we loosed from Plymouth having been kindly entertained by divers friends there dwelling and after many difficulties in boistrous storms at length by Gods Providence upon the ninth of November [19th N. S.] following, by break of the day we espied land which we deemed to be Cape Cod and so afterward it proved. And the appearance of it much comforted us, especially, seeing so goodly a land, and wooded to the brink of the sea, it caused us to rejoice together, and praise God that had given us once again to see land. And thus we made our course South South West, purposing to go to a river ten leagues to the South of the Cape, but at night the wind being contrary we put round again for the Bay of Cape Cod and on the 11 of November [21st N. S.] we came to anchor in the Bay, which is a good harbor and pleasant bay, circled around, except in the entrance, which is four miles over from land to land, compassed about to the very sea with oaks, pines, juniper, sassafras, and other sweet wood. It is a harbor wherein one thousand sail of ships may safely ride. There we relieved ourselves with wood and water, and refreshed our people, while our shallop was fitted to coast the bay to search for an habitation. There was the greatest store of

*See Chapter III. for sketch of the Pilgrims' European adventure.

fowl that ever we saw. And every day we saw whales playing hard by us, of which in that place if we had instruments and means to take them we might have made a very rich return, which to our great grief we wanted. Our master (Jones) and his mate, and others experienced in fishing, professed we might have made three or four thousand pounds worth of oil. They preferred it before Greenland whale fishing and purpose the next winter to fish for whale here. For cod we essayed but found none. There is good store no doubt in their season. Neither got we any fish all the time we lay there, but some few little ones on the shore. We found great mussels, and very fat and full of sea pearl, but we could not eat them for they made us all sick that did eat, as well sailors as passengers, they caused to cast and scour, but they were soon well again. The Bay is so round and circling that before we could come to anchor we went around all the points of the compass. We could not come near the shore by three quarters of an English mile, because of shallow water which was a great prejudice to us, for our people going on shore were forced to wade a bow shoot or two in going a land which caused many to get colds and coughs, for it was many times freezing cold weather. * * * The same day [21st N. S.] so soon as we could we set ashore fifteen or sixteen men, well armed, with some to fetch wood, for we had none left; as also to see what the land was and what inhabitants they could meet with. They found it to be a small neck of land; on this side the where we lay is the Bay, and the further side the sea; the ground or earth, sand hills, much like the Downes in Holland, but much better; the crust of the earth a spits depth, excellent black earth; all wooded with oaks, pines, sassafras, juniper, birch, holly vines, some ash, walnut; the wood for the most part open and without underwood, fit either to go or ride in. At night our people returned, but found not any person, nor habitation and laded the boat with juniper (red cedar), which smelled very sweet and strong and of which we burned the most part of the time we lay there."

Monday, the 13th of November [23d N. S.], the shallop was landed for repairs, which occupied the carpenter for sixteen or seventeen days. Meantime "our people went on shore to refresh themselves and our women to wash as they had great need." Sixteen men, "under the conduct of Captain Miles Standish, unto whom was joined for counsel and advise, William Bradford, Stephen Hopkins and Edward Tilley," were set ashore Wednesday, November 15th [25th N. S.], and "when they had ordered themselves in the order of single file and marched about the space of a mile, by the sea they espied five or six people with a dog coming towards them, who were savages who when they saw them ran into the wood and whistled the dog after them. * * * After they knew them to be Indians, they marched after them into

the woods, lest other of the Indians should lie in ambush; but when the Indians saw our men following them they ran away with might and main, and our men turned out of the wood after them, for it was the way they intended to go but they could not come near them. They followed them that night about ten miles by the trace of their footings and saw how they had come the same way they went, and at a turning perceived how they ran up a hill to see whether they followed them. At length night came upon them, and they were constrained to take up their lodging, so they set forth three sentinels and the rest, some kindled a fire, and others fetched wood, and there held our rendezvous that night."

Of the details of the first exploration and of the second voyage of discovery it is unnecessary to speak, or of the expedition in the shallop to Plymouth. The *Mayflower* remained at anchor in Provincetown harbor until December 15th (25th N. S.) "when we weighed anchor to go to the place we had discovered," at Plymouth. During the stay of the *Mayflower* at Provincetown a son, Peregrine White, the first English child born in New England, was born to William and Susanna White. On the 17th of December Dorothy May Bradford, wife of William Bradford, who was absent on the exploration expedition, fell overboard from the *Mayflower* or from a boat alongside and was drowned. The next day James Chilton died and was buried at Provincetown, while Edward Thompson and Jasper More, who died on the 14th and 16th of December, respectively, were doubtless buried at Provincetown near the resting place of Chilton, victims of exposure to an inclement climate and of the necessary sufferings attending a perilous voyage.

The incidents of the stay of the *Mayflower* at Provincetown are most interesting, yet they are surpassed in historical importance by the steps taken at Provincetown to form a civil organization, which converted "a little unorganized group of adventurers into a Commonwealth." In the cabin of the *Mayflower*, as she rounded the Cape, and was about to anchor in the harbor of Provincetown, November 11 [21 N. S.], 1620, assembled the adult males of her company and signed the compact* which rendered Provincetown, as Bancroft says, "the birth-place of popular constitutional liberty."

A diversity of opinion exists as to the exact locations visited by the Pilgrims during the stay of the *Mayflower* at Provincetown. It is supposed, however, that the vessel anchored in deep water within a furlong of Long point and that the exploring party which set forth from her, November 25, 1620, landed near Stevens' point at the west end of the village of Provincetown, and marching in the rear of Telegraph hill and Mill hill had advanced nearly to the crest of Town hill

* The compact is printed at page 23.

when they met the Indians. As the party turned inland it is probable that the Indians made for the woods above Duck pond and ran around Great pond to Negro head and so toward Truro. The party of Pilgrims doubtless encamped for the night near Strout's creek, a stream flowing from the north into the mouth of Eastern harbor, long since, however, obliterated by the inroads of sand from the beach. Considerable evidence exists to show that in 1620 a pond existed at the foot of Town hill separated from the sea by a narrow beach, and in this pond the women from the *Mayflower* found the water for their need of washing. The inroads of the sea and other causes have obliterated nearly all traces of the pond, yet within the memory of aged people now living a narrow creek ran in by the Town hill through Gosnold street, a remnant perhaps of the pond, and the records of the building of an early meeting house state that it was located near the "North Meadow Gut," a local designation of the creek by the hill. The quotations from *Mourt's Relation* are the basis of all the speculations as to the localities visited by the Pilgrims and will suggest to the interested reader the uncertainty which must always exist as to the exact locations which in the lapse of time may have been more or less changed through the natural effects of the wind and sea upon a sandy shore.

Doubtless in 1620 the land was well wooded. The name "Wood End," still applied to a portion of Long point, preserves the tradition that the forest once extended to the very brink of the sea. The physical aspect of Provincetown, however, can not have changed materially since the *Mayflower* first anchored in Cape Cod harbor, except as the disappearance of the forest has rendered the surface of the soil even more barren.

The geological history of the extremity of the Cape shows conclusively that all that section of land to the north of High head in Truro has arisen from the sea. Hundreds of years may have been necessary for the evolution of the projecting promontory of sand hills from the long, low, projecting spit of sand which usually marks the beginning of the sea's additions to the land, yet the geologists are united in the belief that the promontory must have risen from the sea by the slow processes which gradually change the exterior coast lines of all sandy, rockless shores.

Whatever its origin, Provincetown rises picturesquely from the ocean in latitude 42°, 3' north and longitude 70°, 9' west from Greenwich, one hundred and twenty miles from Boston by railroad, fifty-five by sea, connected with the mainland of the Cape by a long chain of sand hills extending along the eastern and northern side of Eastern harbor in Truro, its low sandy shores washed on the north by the Atlantic and on the south and west by the waters of Cape Cod bay.

A long chain of sand hills extends northerly from Peaked Hill bars or Strout's creek, which for a hundred years has been buried beneath the sand, to Race point, its northwesterly extremity. A second series of hills beginning at Mount Ararat and Mount Gilboa by East harbor follows the bay shore, semicircular in form, to the termination of the range at Stevens point, including in the chain Miller's hill, Town hill, and Telegraph hill, whose summits afford a beautiful view of Cape Cod bay and the headlands of the Cape and Plymouth shores for miles around. Between the two lines of hills lies a tract of land a mile and more in width, "composed of lesser hills, downs and ponds," the hills covered in many places with pines, wild cherry trees, beach plums and bayberry bushes. Along the western shore an indentation of the sea forms the Herring cove, into which near the Race point flows the Race run, a sluggish, tidal stream that creeps from the sand hills near Negro head, a wooded summit in the line of hills extending along the Atlantic coast.

In the wide area between the hills are several ponds, shallow but occasionally of considerable size, among them Shankpainter, Clapp's, Great, Duck, Pasture, Round and Farm, their borders affording fertile soil for gardens or for the cultivation of the cranberry. Extending southerly from the Herring cove lies Long point, embracing within its sinuous course the broad harbor which affords an anchorage for three thousand vessels, completely landlocked and safe. Along the harbor at the foot of the chain of hills lies the village of Provincetown, reaching for three miles along the shore; a veritable city in the sands, with church spires rising high above the hills. Two streets, Commercial and Bradford, extend from one end of the village to the other, intersected at intervals by narrower cross streets reaching back to the hills that form a shadowy background to the thickly settled town at their base. Commercial or Main street is the business thoroughfare of the town, its narrow plank sidewalk, begun with the town's share of the revenue distributed by the state in Jackson's administration, extending along the northern side of the street from one end of the town to the other. The shore is lined with wharves, two of them, Railroad and Steamboat wharves, extending to the deep water of the harbor, all instruments in the prosecution of the great fishing industry in which so many of the inhabitants of Provincetown are engaged.

The view of Provincetown from the Truro hills is exceedingly picturesque. Lofty church spires, rising apparently out of the sea and towering above the sun-lit hills, are outlined against the deep blue sky. The waters of the placid harbor rest at their base. On a clear day, with the wind from the north, the land in the background, tinged with the deep blue of the sky, rises like some fleecy cloud

from the waters of the bay. The moving sand hills in the rear of the settled part of the town are often driven by the winds into strange, weird forms, fantastic and unique, fit subjects for the painter, the artist, or the poet. The Desert, as Thoreau calls the region between the two lines of hills, is often visited by artists from abroad in search of the picturesque and the beautiful.

The drifting of the eastern sand hills has gradually changed portions of this territory. Strout's creek, which for many years afforded several acres of salt meadow, has been obliterated for a hundred years by the inroads of the sand. The waters of the bay, too, have changed the shore lines occasionally. In 1885 House Point island, a little island in the western part of the harbor, was completely washed away. Tradition preserves also the record of an island at the eastern end of the harbor, called Hog's island, which was large enough for the pasturage of sheep, of which no trace remains. The natural changes have been accompanied by others due to the hand of man alone. Sods and loam, brought from the woods at the eastern end of the town, have been used to cover the barren beach sand which constituted originally what might be called the soil; sand and gravel taken from vessels discharging superfluous ballast at the wharves have also been applied to the natural soil, so that in 1890 the residences in Provincetown are surrounded by gardens artificial in origin, yet flourishing and fertile, rose gardens in a desert, blooming the more brilliantly because of the saltiness of the atmosphere, which gives to flowers a brilliant coloring not elsewhere observable.

Provincetown stands alone, the one town in the old colony whose early history, rich in historical incidents of another kind, embraces few allusions to the Indians, who seem to have had no established habitations or villages within her limits. The Pamets exercised dominion over all the territory to the north of Herring brook in Wellfleet, and doubtless visited Provincetown frequently in pursuit of game. It is very probable, too, that the Meeshawms, a branch of the Pamets, had an encampment or village near Strout's creek, for evidence exists to-day, in the form of shells, arrow heads and other articles, of a former Indian occupation of the locality. At the east of Negro head, too, arrow heads have been found within a few years, and a clear spring still flows from the sand hills in the vicinity of Strout's creek, additional evidence, perhaps, of a probable Indian occupation.

From the date of the departure of the *Mayflower* from Provincetown, or rather from November 19, 1621, the day that the *Fortune* sailed into Provincetown, until 1700, the history of the place is derived from the records of Plymouth colony. The colonists early recognized the title of the Pamet Indians to the lands at the Cape, which were believed to be of great value, and took steps to purchase their

title. The Cape was looked upon as a very valuable fishing station, and its commodious harbor was considered the best upon the coast. The practice arose very early of leasing the bass fishery at the Cape to such roving fishermen as applied, and the income derived from the leases was appropriated to the support of schools in Barnstable, Plymouth, Duxbury and other towns of the colony. These early fishermen appear to have been a jovial, enterprising set, who paid little heed to the strict Puritanical ways of old Plymouth, and consequently were frequently before the court upon complaints charging them with carousing at the Cape.

In 1651, William Bradford was added to the other lessees, and the lease was made for a term of three years. In 1668, the lands at Pamet, so far as the Cape head, were voted to be within the constabrick of Eastham. June 5, 1671, the court granted to the men of Hull permission to fish for mackerel at the Cape, upon condition that "they make payment of what is due to the colony from foreigners." In 1671, Thomas Prince, of Eastham, was made water bailiff, to have charge of the fisheries at the Cape, and in 1672 he received the following instructions: "This court being informed that few or none of ours are like to fish at the cape by seine, and that divers strangers desire liberty there to fish, these are, therefore, to empower you, in the behalf of the court, to give liberty to such strangers as shall desire there to fish, carrying orderly, and paying such dues as by court order is provided, and this shall be your warrant therein for this present season." In 1661, the price to be paid by strangers for fish caught and cured at the Cape was fixed at six pence per quintal, but in 1670 "our people" were taxed six pence per quintal, and strangers were taxed one shilling and six pence per barrel for mackerel caught at the Cape. Upon the appointment of a water bailiff in 1672, an enactment was made that fish carried on board vessels and not accounted for to the water bailiff, should be forfeited to the colony.

In 1673 the revenue derived from the Cape fisheries was first set aside for the support of schools, a vote of the colony in that year directing that the income from the fisheries should be employed in the maintenance of a free school, in some town within this colony. A more specific enactment of the same year directed that "the charge of this free school which is 33£ a year shall be defrayed by the treasurer out of the profits arising by the fishing of the Cape." The income from the Cape fisheries was also at times applied to other purposes. In 1675 the widow of John Knowles, of Eastham, was authorized to receive aid from the Cape fishery fund. The Plymouth colony records show, too, that in 1679 William Perry, a veteran of the Indian wars, received relief from the same source. In 1678 a part of the fund was devoted to the schools of Rehoboth. By an order of the court,

passed in 1678, notice was given to all the towns "that if thay desired to fish at Cape Cod one half the fishermen there may be from the Colony of Massachusetts." In 1684 the bass fishing at the Cape was leased to "William Clark of Plymouth for a term of seven years at 30£ per annum." Mr. Clark, however, surrendered his privileges at the end of four years, and October 2, 1689, two or more magistrates of Barnstable county were authorized to regulate the fishery, and the old laws were revived. June 9, 1690, the court voted to enter into an agreement to pay Major William Bradford, who claimed to own the "Cape Head," fifty-five pounds for a release of all his claims of title to lands at the Cape purchased by him of the Indians. Mr. Bradford accepted the offer. The colony, which from the beginning had treated the Cape fishing as the property of the colony, and as early as 1661 had voted that no stranger or foreigner should improve the lands or woods at the Cape without liberty from the government, thus in 1690 reasserted its dominion, and quieting its title by the purchase of Mr. Bradford's claims, for the sake of harmony, as the records quaintly say, became the undisputed owner of all the land and fisheries at Cape Cod.

Upon the union of Plymouth colony with the colony of Massachusetts Bay, in 1692, the province of Massachusetts Bay succeeded to all the rights of Plymouth colony in the lands at Cape Cod, and later, upon the establishment of the state government, the Commonwealth of Massachusetts became the proprietor of the lands which since 1692 have been known as the "Province Lands." The Commonwealth, however, has never exercised any of the proprietary rights usually attached to the ownership of land, yet by various statutes, the last of which was passed in 1854, has continued to assert its legal title, section 8, of chapter 262, of the acts of 1854, providing that "The Title of the Commonwealth as owner, in fee, to all the Province lands within the town of Provincetown is hereby asserted and declared, and no adverse possession or occupation thereof by any individual, company, or corporation, for any period of time shall be sufficient to defeat or divest the title of the Commonwealth thereto." Not until after 1700 does any evidence exist of private occupation of distinct tracts of land. The circumstances of the early settlement of the town are also involved in considerable obscurity by the absence of any recorded transfers of real estate. From the very beginning of the colony at Plymouth the importance of the fisheries at Cape Cod was appreciated by private individuals as well as by the government of the colony, and the shores of the harbor were visited yearly by fishermen from the other towns of the colony, but the earliest existing town records begin with the year 1724. Other evidence exists showing that a settlement had been begun before 1700, notably the record of births preserved in the clerk's office of the town of Provincetown, which

shows that Ezekiel Cushing, son of Rev. Jeremiah and Hannah Cushing, was born here April 28, 1698. Rev. Mr. Cushing was a graduate of Harvard College in the class of 1676, and was the first resident preacher at Cape Cod.

The first public act with reference to the establishing of a municipal government at Cape Cod was passed in 1714. Previous to that year the "Province Lands" seem to have been regarded as a part of Truro for municipal purposes. The population of Cape Cod at that date cannot now be ascertained. A very interesting letter published in Freeman's *Cape Cod* affords, however, the data for a belief that in 1705 one hundred and thirty men were at Cape Cod, though very likely many of them were temporary residents, pursuing the fisheries during the summer season. This letter, a quaint and unique document addressed to the Hon. Paul Dudley of Boston, is not only valuable historically, but is also extremely ludicrous in itself:

"Cap Cod, July 13th, 1705.

"Squier Dudly.

Sir:—after all due sarvis and Respecks to your Honnor wishing you all hapynes boath hear and hereafter I mack bould to inform your honnor that i have liveed hear at the Cap this 4 year and I have very often every year sien that her maiesty has been very much wronged of har dues by these contry peple and other whall men as coms hear a whalen every year which taks up drift whals which was never killed by any man which fish i understand belongest to har magiesty and had i power i could have seased severl every year and lickwies very often hear is opporuty to seas vesels and goods which are upon a smoglen acompt. i believe had i had a comishon so to do i could have seased a catch this last weak which had most of thar men out landish men i judge porteges. she lay hear a week and a sloop i beleve did thar bisnes for them: sir I shall be very Redy to sarves har magisty in either of this or any thing els thet i may be counted worthy if your honor see case to precure a commishon of his Excellency for me with instrocktions I shall by the help of God be very faithful in my ofes—one thing more I mak bould to inform your honnor that hear are a gret meny men which goues fishing at this harbor and som times the french coms hear and then everyone vons his way becas they have no one to hud them. i myself have been a souferor since i lived hear, being cared away by a small sloop and hear was 130 men and several brave sloops and no hand, a capt. about 12 miles distance, but we may be all tacken at the Cap and be no nothing of it. i levef it to your honnors consideration and mack bold to subskribe my selef your hombl and unworthy sarvnt

WM. CLAP.

"Sir I am a stranger to your self but if you please to inquire of Capt. Southwark ann he can inform your honor whether i am capable of any such sarvis.

"To the honored Mr. Pall Dudley, Esquier att Boston."

The governor, it seems, was impressed with the ability of William Clap and caused to issue a lieutenant's commission and a warrant to prize drift whales at the Cape. The act of 1714 constituted all the province lands at the Cape a district or precinct entitled "The Precinct of Cape Cod." The act is entitled "An act for preserving the harbor at Cape Cod and regulating the inhabitants and sojourners there.

"*Whereas*, the harbor at Cape Cod being very useful and commodious for fishing and the safety of shipping, both inward and outward bound, is in danger of being damnified, if not made wholly unserviceable, by destroying the trees standing on the said Cape (if not timely prevented) the trees and bushes being of great service to keep the sand from being driven into the harbor by the wind.

"Be it enacted, * * * that no person or persons may presume to bark or box any pine tree or trees, standing upon any of the province lands on the said Cape, for the drawing of turpentine, on pain of forfeiting and paying the sum of ten shillings for each tree so barked or boxed. * * *

"And be it further enacted that, by the authority aforesaid that whereas a number of inhabitants are settled upon the said Cape, and many others resort thither at certain seasons of the year to make fishing voyages there, which has not hitherto been under the government of any town or regulation among themselves, that henceforth all the province lands on the said Cape be a district or precinct; and the inhabitants there are obliged to procure and support a learned orthodox minister of good conversation to dispense the word of God among them and to allow him sixty pounds a year maintenance, and for the better enabling them to raise and pay the said yearly maintenance. * * * Enacted, that all and every person or persons coming to abide or sojourn there on fishing or whaling voyages, during his and their continuance and abode there, shall pay four pence a man per week, weekly, to be paid by the master of the voyage or boat for his whole company to Ebenezer Dean, who is hereby appointed and impowered to be the first collector and receiver of the said rate or duty on behalf and to the use of the minister of the precinct.

"And the said district or precinct is hereby annexed and put under the constablerick of Truro, until this court take further order; and the selectmen or assessors of Truro are hereby directed and impowered to assess and apportion on the inhabitants of the said

precinct, from time to time, such sum and so much as the duty as aforesaid laid upon the fishermen shall fall short of making up sixty pounds, per annum for the minister, directed as aforesaid, and to make out a warrant, as the law directs, for the gathering of the said assessment."

The boundaries of the new precinct were not fixed by the act of incorporation. Accordingly May 26, 1714, an act for the determination of the boundary between "Cape Cod" and Truro was passed by the general court. The committee appointed by the general court reported September 24, 1714, that the line had been established as follows: "Beginning at the easterly end of a cliff near the Cape Harbor called by the Indians Hetsconoyet, and by the English Cormorant Hill, at the jawbone of a whale set in the ground by the side of a red oak stump, and thence running by marked range trees nearly on a north and west line, about half point more westerly to a marked pine tree standing by a reedy pond called by the Indians Wocknotchcoyissett; and from thence by marked range-trees to a high hill on the back side near the north sea, with a red cedar post set in the said hill; and thence to run in the same line to the sea; and running back on the contrary line to the harbor." The report of the committee upon the boundary is signed by John Otis and William Bassett on behalf of the general court, and by Thomas Mulford, Joseph Doane, Hezekiah Purington, Samuel Knowles, Thomas Paine and Jedediah Lumbert. The line thus established, determined the boundaries of the "Precinct of Cape Cod," and has retained a peculiar importance to this day as the dividing line between the province lands to the west and the allotted or private lands to the east of the line. The southern portion of the original line passed along the western fence of the present Eastern school house, touching the eastern side of Grassy pond as it ran across the Cape to the Atlantic.

The union of the precinct of Cape Cod with Truro was not satisfactory to the inhabitants of Truro, who found the anomalous municipal charter of the precinct a source of many difficulties in administration. Accordingly in 1715 a petition from the inhabitants of Truro was presented to the general court by Constant Freeman, the Representative, praying "that Cape Cod be declared either a part of Truro, or not a part of Truro, that the town may know how to act in regard to some persons." Upon the petition an order of notice was issued summoning the inhabitants of the precinct "to show cause why they do not entertain a learned orthodox minister of the Gospel to dispense the word of God to them as required by law." The general court appears to have taken no action upon the Truro petition in 1715. The spiritual welfare of the inhabitants of the precinct, however, was not

overlooked, for in 1717 the general court granted £150 toward the expense of a meeting house at Cape Cod, "The money to be expended under the direction of Thomas Paine, Ebenezer Doane and John Snow of Truro. The edifice to be thirty-two feet by twenty-eight feet stud, and to have a gallery on three sides. The inhabitants to sustain the balance of expense and keep the premises in repair." The continued increase in the number of the inhabitants of Cape Cod resulted in the presentation in 1727 of a petition to the general court asking for the incorporation of the precinct as a separate town. The name selected—Herrington, found little favor with the general court. The following act passed July 14, 1727, contains the first use of the word Provincetown in connection with the Precinct of Cape Cod.

"Be it enacted, etc., that all the lands on said Cape (being Province lands) be and hereby are constituted a township by the name of Provincetown, and that the inhabitants thereof be invested with the powers privileges and immunities that any of the inhabitants of any of the towns within the Province by law, are, or ought to be invested with, SAVING ALWAYS THE RIGHT OF THIS PROVINCE TO SAID LAND, which is to be in no wise prejudiced, and provided that no person or persons be hindered and obstructed in building such wharves, stages, work houses, and flakes and other things as shall be necessary for the salting, keeping, and packing their fish or in cutting down and taking such trees and other materials growing on said Province lands as shall be needful for that purpose, or in any sort of fishing whaling, or getting of bait at the said Cape; but that the same be held as common as heretofore with all the privileges and advantages thereunto in any wise belonging."

The proprietors of Truro early divided the section of land between the Province lands and Strout's creek into seven lots, the first lot beginning near the site of the present Eastern school house in Provincetown. The limits of Provincetown have been extended from time to time by legislative acts, since the original establishment of the line in 1727, to include within its jurisdiction all of the original seven lots.

CIVIL HISTORY.—From the date of its incorporation, in 1727, until the end of the revolutionary war, the fortunes of Provincetown were precarious, rising and falling with the fluctuating interests of the fisheries. A few years after 1727 the population began to remove, and in 1748 only two or three families remained. In 1755 three houses were left to indicate the site of the former flourishing town, but not a family remained. A few years later the tide turned, and at the breaking out of the revolutionary war, according to Rich's *History of Truro*, there were twenty houses, thirty-six families and 205 residents. At the close of the war, which had weighed oppressively upon the for-

tunes of all the Cape towns, Provincetown was again without a population. The history of the town during the intervening years must be gathered from the scanty records that remain, devoted largely to the recording of the births and to the registry of the ecclesiastical affairs of the township. The first record is an entry in the treasurer's book for the precinct of Cape Cod, 1724, to wit: "Precinct of Cape Cod to John Traill, Dr. April 29, 1724. To cash paid Mr. Samuel Spear for his salary——10s."

The record of births, which began regularly in 1731, contains a record of the birth of Ezekiel Doane, son of Hezekiah and Hannah Doane, April 1, 1696. The entry, however, is not made in chronological order, and there is reason to believe that Hezekiah Doane removed to Provincetown from Eastham. The early entries show that among the residents in 1730 were: John Atwood, Thomas Bacon, Hezekiah Bosworth, Elisha Cobb, John Conant, Robert Davis, Thomas Delano, Elisha Doane, Hezekiah Doane, Jeremiah Hatch, Elisha Higgins, John Kinney, Benjamin Ryder, William Sargent, Christopher Strout, William Sargent, Samuel Winter, Solomon Lumbert, Isaac Bacon, Josiah Cole, John Gray, Benjamin Rotch, Isaac Smalley, George Strout, Ezekiel Cushing, Thomas Freeman, John Traill, David Freeman and John Duncan. It appears also that Mr. Samuel Winter was the first school teacher engaged in Provincetown.

It is interesting to note that in 1744 the town had already begun to appreciate the danger to the harbor that must follow from the unrestricted cutting of wood and from the turning of cattle upon the beaches. The urgency of some measures for the protection of the harbor here became so great that in 1744 James Bowdoin and many other citizens of Boston presented to the general court a petition, setting forth the great importance of the harbor of Cape Cod to the navigation of the province, and praying that the general court would take necessary measures to preserve it. The petition was referred to a committee consisting of Thomas Berry, Colonel Miller and Mr. Skinner, who were directed to repair to Cape Cod before the tenth of May, 1744. The report of the committee contained a graphic description of the impending danger to the harbor at Provincetown, and resulted in the adoption of appropriate legislation regulating the turning of cattle upon the beaches at Provincetown and Truro, acts which have been renewed from time to time.

The encroachments of sand upon the harbor did not cease with the acts of 1744. Again in 1854 an appeal was made to the legislature for the protection of the harbor from the constant inroads of sand which were drifting into the harbor. The state was asked to construct a dike across the mouth of Eastern Harbor channel as an additional defence in the event of the Atlantic breaking through the

outer beach as it did in March, 1854, and previously in the year that Minots light was destroyed in 1851, and as a barrier against the washing of sand from Eastern harbor. A committee of the legislature reported in 1854 that within seven or eight years the beach to the north of Eastern harbor had narrowed eight or ten rods and that the construction of a dike at Eastern harbor was a work eminently deserving the attention of the general government. In 1867, however, the legislature referred to Messrs. James Gifford, of Provincetown, and Paul Hill, of Lowell, commissioners appointed by the Governor, the matter of protecting the harbor at Provincetown, and later in 1868 adopted their report recommending the erection of a dike by the state across Eastern harbor, and provided for the construction of the dike. The dike was accordingly begun in 1868, and was completed in 1869 under the supervision of Messrs. James B. Francis, R. A. Pierce and James Gifford, commissioners. Mr. Pierce did not live to see the completion of the work and was succeeded by George Marston, of New Bedford. The report of the commissioners of 1867 recommended also the construction at some future time of a dike across the western end of the harbor, from Wood End to Steven's point, and in 1889 the legislature passed a resolve requesting the United States to construct a solid dike across the western end of the harbor as recommended by Mr. Whiting in 1867. This brief resume of the steps that have been taken to preserve Provincetown harbor should allude also to the very valuable survey of Cape Cod harbor made by Major J. D. Graham of the United States Engineers' Corps in 1832-1835, the first reliable survey of the harbor and a standard with which to compare the results of all later surveys. A topographical survey of Cape Cod from Eastham to Provincetown was also executed by Henry L. Whiting of the coast survey in 1848, and again in 1868 Mr. Whiting made a thorough survey of the harbor with special attention to the changes of the harbor at Long point and in East Harbor creek, the published charts of which are almost invaluable for reference.

MILITARY.—As the population removed at the opening of the war the town has no revolutionary history except the fact that it was a rendezvous for British men-of-war. It is quite certain, however, that in 1782 the town was again inhabited, for a vote still remains upon the records of the annual meeting of that year, appointing Seth Nickerson, jr., Elijah N. Cook and Edward Cook a committee "to petition the general court for liberty to obtain a protection from the British government for occupying the business of fishing and bringing the effects into the adjacent states."

The war of 1812, preceded by the embargo of 1808, was also a time of disaster and great depression in the fisheries. The embargo necessarily occasioned the destruction of the commercial industries of

the maritime towns. Provincetown suffered with the others, and in 1809 appointed Barnabas Holway "an agent of the town to go to Sandwich to receive any gift that any person or persons may feel willing to bestow on the distressed of this town." The town had previously in 1808 petitioned the president of the United States, representing "that they have suffered severely from the operation of the laws laying and enforcing an embargo on all ships and vessels in the ports and harbors of the United States not only in common with their fellow citizens throughout the Union but particularly from their local and peculiar situation, their interest being almost totally in fishing vessels. The perishable nature of the fish and the sale of it depending solely on a foreign market, together with the barrenness of the soil not admitting of cultivation leave them no resource but the fisheries," and concluding their petition with a request that the embargo be suspended in whole or in part. A similar petition was presented to the general court in 1809 asking for relief "for their peculiarly suffering condition in any way that might be deemed expedient," and representing "that from the barrenness of the soil and almost insulated position the inhabitants were at the mercy of the collectors for every article of subsistence whatever." The war of 1812 following upon the embargo, completed what the embargo had failed to accomplish. In 1813 Messrs. Jonathan Cook, John Whorf and Joseph Atkins were chosen a committee of safety "to devise means for the enemy's demands in future if the town be obliged to comply with them."

The close of the war of 1812 marks the beginning of a period of prosperity which, heightened rather than lessened by the peculiar conditions attending the civil war of 1861-1865, has continued with slight interruptions to the present time. To the suppression of this civil war Provincetown contributed most liberally, as stated in Chapter VII. The first town meeting to take into consideration affairs relating to the war was held May 2, 1861, and voted to pay to every volunteer from Provincetown in the army or navy twenty dollars, together with "ten dollars a month for single men, and men having wives only and fifteen dollars a month to men having families while in the service." The United States erected a battery upon Long Point during the war and for a time maintained there a garrison of volunteers. Fortunately the town was spared the suffering that the invasions of the enemy had caused in previous wars, and but for the loss of life and the loss of several vessels by the *Sumter*, *Alabama* and other confederate cruisers, experienced an uninterrupted business prosperity during the years of strife.

The efforts of the town to protect the interests of the state and nation have not been confined wholly to times of war. In 1805 the

town petitioned for a lighthouse upon Race point, a request that was not granted until 1816, when the United States established a lighthouse at that important maritime station. June 20, 1826, the state consented to the purchase by the United States of not more than four acres of land at Long point for the erection of a lighthouse, reserving, however, to the state and to the town of Provincetown jurisdiction over the land for all civil and criminal processes. The lighthouse was built there the same year. The United States also acquired in 1864 jurisdiction over all that portion of Long point extending from the extremity to a line drawn true west through the northern point of House Point island, subject, however, to the civil and criminal processes of the judicial tribunals of the Commonwealth. In 1872 the United States erected a lighthouse at Wood End. The lighthouses thus generously furnished by the United States render the harbor at Provincetown easily accessible in all weathers.

The manifest advantages of Provincetown as a sea-port, and the need of accommodations for the rapidly increasing fishing fleet, early created a need for wharves. Thomas Lothrop constructed the first wharf in town, in the vicinity of Masonic Hall, against the advice of his neighbors, who believed that the sea would soon cut away the sand from the piles and destroy the wharf. His successful experiment was followed by the erection of other wharves. In 1831 the Union wharf was built upon the site of the present wharf of that name, although Jonathan Nickerson, Thomas Nickerson, Stephen Nickerson and Samuel Soper were not incorporated as the Union Wharf Company until 1833. The Central wharf was built in 1839. Between 1838 and 1848 numerous grants for wharves at Provincetown are recorded, among which are grants to Freeman and Joseph Atkins in 1846, to extend their wharf; John Atwood, jr., in 1848; Solomon Bangs, in 1848; James Chandler, in 1848; Simeon Conant, in 1847; Joshua Dyer, in 1848; Samuel Cook, in 1846; Jesse Cook, to extend, in 1848; Parker Cook, to extend, in 1847; K. W. Freeman, in 1847; Isaiah Gifford, in 1847; Jonathan Hill and Joseph P. Johnson, in 1847; Stephen Hilliard, to extend, in 1846; Timothy P. Johnson, to extend, in 1846; Thomas Lothrop, to extend, in 1844; John Nickerson, to extend, in 1846; Seth Nickerson, to build, in 1848; Godfrey Rider, in 1845; Daniel Small, in 1848; Elisha Young, in 1848.

The shipping required, however, still further accommodations. In 1848, accordingly, Freeman Atkins, Eben S. Smith, William A. Atkins and others were incorporated as the Provincetown Marine Railway, with power to construct a railway easterly of Central wharf. In 1852 Charles A. Hannum, Stephen Nickerson, Alfred Nickerson and others were incorporated as the Union Marine Railway, with power to build a railway at Union wharf. In 1864 Epaphras K. Cook, Ephraim

Cook, Ebenezer Cook and others were incorporated as the Eastern Marine Railway, to construct a railway from the wharf of E. and E. K. Cook. The Eastern Marine Railway was discontinued in the winter of 1874-75.

As the population increased and the business interests of the town developed, a need arose for more rapid means of communication than were afforded by the old time packet and the lumbering stage coach. In 1842 and 1843 the steamer *Express* ran between Boston and Provincetown by way of Plymouth. In 1849, 1850 and 1851 the *Naushon*, commanded in turn by Captain Upham Grozier, Henry Paine and Nathan Nicholson of Wellfleet, made trips to Provincetown, Wellfleet, and in summer to Dennis. From 1857 to 1861 the *Acorn*, Captain Gibbs of Hyannis, and afterward Captain Richard Stevens of Provincetown, made regular trips between Boston and Provincetown. The *Acorn* was followed by the *George Shattuck*, built in 1862-3, commanded by Captain Gamaliel B. Smith, S. T. Kilbourne, mate, and N. Porter Holmes, clerk. The *Shattuck* ran on the route until 1874, when the *United States* ran for one season, and was succeeded by the *Acushnet* in 1875 for two seasons. In 1883, the *Longfellow*, Captain John Smith, was built expressly for the route, and still remains in service, affording a fast, safe and convenient means of communication between Provincetown and Boston. In 1863 Bowly's wharf, erected in 1849, was extended to the deep waters of the harbor for the accommodation of the *Shattuck* and became the steamboat wharf of the town.

At a meeting of the proprietors of Truro April 26, 1715, a vote was passed to apply to the court of quarter sessions for the County of Barnstable for a highway to be laid out from Eastham to Truro and through Truro down to and through the province lands upon Cape Cod. It is not probable, however, that at this early date any attempt was made to lay out a definite highway across the sand banks to the north of Eastern Harbor meadows from Truro to Provincetown, along which for many years travelers between the two towns were forced to pass, in winter, a bleak, dreary way; in summer hot and dusty. As late as 1798 the town voted "to petition to have a post to come down to the Cape," an indication, perhaps, that the roads were at that time but little used for public travel. In 1835 a county road from George Lewis' residence to Lancy's corner was laid out twenty-two feet in width, at a cost of \$1,273.04 for land damages. Before the establishing of the county road the shore had been for many years a frequently used way, and in many places the only means of communication. April 12, 1854, an act of the legislature authorized the commissioners of Barnstable county to construct a bridge over East harbor at Beach point, and a bridge costing nine thousand dollars,

of which the county contributed two thousand, was constructed. The bridge, however, was destroyed by ice in 1856 and was rebuilt in 1857. Twenty years afterward the bridge was discontinued and a solid road-bed was constructed across the channel.

In the meantime the railroad displaced the stage, for in 1873 the extension of the Cape Cod railroad from Wellfleet afforded Provincetown the long coveted rapid transit by land. The town contributed largely to the attainment of the railway by subscribing \$98,300 toward the stock issued for the extension, and received in return 727 shares of the capital stock of the Old Colony Railroad Company, which were sold from time to time for \$72,696.25. The railroad was opened for traffic July 22, 1873, and has proved, as had been anticipated, an important factor in contributing to the prosperity of the town. Very soon after the opening of the railroad President Grant, August 28, 1874, visited Provincetown, receiving an enthusiastic welcome from the people. With the exception of a brief visit from ex-President Cleveland in 1889, Provincetown has not been honored by the presence within her borders of other presidents of the United States.

In 1873 Bradford street was completed and opened to public travel, a great public improvement, rendered necessary by the continued growth of the town, its execution hastened by the opening of the railroad. The town had taken steps toward the survey early in 1869, and expended, before 1873, for land damages and for the construction of the road bed nearly twenty-nine thousand dollars.

TOWN OFFICERS.—The representatives from Provincetown prior to 1857, with date of first election and number of years' service (when more than one), were: 1810, Joseph Atkins, 2 years; 1811, Samuel Cook; 1812, Simeon Conant; 1813, Daniel Pease, 2; 1826, Thomas Ryder; 1827, David Ryder; 1828, Isaac Small, 6; 1833, Elisha Young; 1834, John Atkins, 7, and Enos Nickerson, 3; 1835, William Gallica; 1836, Godfrey Ryder and Joshua Cook; 1837, David Ryder, jr., 2; 1839, David Cook, 2d; 1841, Stephen A. Paine, 2; 1843, Thomas Lothrop; 1844, John Dunlap; 1845, James Gifford, 2; 1846, Stephen Hilliard, 2; 1850, Joseph P. Johnson, 5; 1852, Henry Paine; 1853, Elisha Tilson; 1856, Nathaniel E. Atwood.

The selectmen have been: 1747, John Conant, 6 years, and Thomas Newcomb; 1748, Elisha Mayo, 2, and Caleb Conant, 6; 1749, Jonathan Nickerson, 2; 1751, Solomon Cook, 2; 1753, Thomas Kilburn, 12; 1756, Ebenezer Nickerson, 3; 1757, Samuel Smith, 7; 1758, Joshua Atwood, 2; 1760, Gershom Ryder; 1762, Benjamin Ellis; 1763, Seth Nickerson, 3, and Samuel Cook, 11; 1767, Solomon Cook, 15; 1768, Thomas Ryder, 4, and Samuel Atwood, 5; 1769, Phineas Nickerson, 2; 1770, Nehemiah Nickerson, 7; 1772, Stephen Atwood, 8; 1775, Seth Nickerson, jr., 7; 1782, Stephen Nickerson, 3, and Edward Cook, 2; 1784, Reuben Orcutt,

2; 1786, Joshua A. Mayo, 7; 1787, Elijah Nickerson, 2; 1789, Samuel Ryder, 4; 1790, Richard Perry, 4; 1791, Charles Atkins; 1797, David Ryder, and Josiah Nickerson, 3; 1799, Ebenezer Nickerson, 3, Thomas Ryder, 8, and Silas Atkins, 2; 1801, Stephen Nickerson, 4; 1804, Joseph Nickerson; 1806, Daniel Pease, 4; 1807, Benjamin E. Atkins, 2; 1808, Joseph Atkins, 2, and Orsemus Thomas, 5; 1809, John Whorf; 1811, Paran C. Cook, 2, and Simeon Conant, 7; 1813, Nathaniel Nickerson, 3; 1816, Elisha Young, 11, Abraham Smalley, and Ephraim Cook, 6; 1818, Isaac Smalley, 12; 1820, John Cook, jr., 3; 1822, Asa S. Bowley, 5; 1828, David Brown, and Thomas Nickerson, 6; 1829, Elisha Holmes, and Charles A. Brown, 3; 1830, Samuel Cook, and Samuel Soper, 4; 1831, Enos Nickerson, 2; 1832, Seth Nickerson, jr., 3; 1833, John Atkins, 4, and Gamaliel Collins, 4; 1834, Elisha Dyer; 1836, Nathan Freeman, 2d, 4; 1837, Ebenezer Atkins; 1838, Lot Paine, 2, Benjamin Ryder, 2, and John Dunlap, 2; 1840, Parker Cook; 1842, Daniel Small, 2; 1844, Stephen Hilliard, 4; 1845, Joseph P. Johnson, 6; 1847, Ebenezer S. Smith, 2; 1848, Lemuel Cook, 3; 1849, Timothy P. Johnson, 2; 1851, John Adams, 2, and Joshua Paine, 5; 1853, Joshua E. Bowley, 2, and Nathaniel Holmes, 2; 1855, Joshua Lewis, and Benjamin Allstrum, 2; 1856, Artemas Paine, 5, and Jesse Small, 5; 1857, Ebenezer Cook, 2; 1859, E. Kibbe Cook, 2; 1861, Joseph P. Johnson, Simeon S. Gifford, 6, Robert Soper, 3, and Abraham Chapman, 3; 1864, Silas S. Young, 11, Lysander N. Paine, and Alexander Manuel, 4; 1867, Joseph P. Johnson; 1868, Luther Nickerson; 1869, John Swift, 6, and Artemas Paine, 8; 1875, Benjamin Dyer, 5, and Daniel C. Cook, 4; 1876, Henry W. Cowing, 4; 1879, Bartholomew O. Gross, 8; 1880, C. H. Dyer, 9, and Marshall L. Adams, 10; 1887, James A. Small, 4; 1889, Thomas Lewis, 3.

The following have served as town treasurers, the number of years indicated after their respective names: 1728, Ezekiel Cushing, 12 years; 1749, Thomas Kilburn, 18; 1751, John Conant; 1761, Ebenezer Nickerson; 1763, Joshua Atwood, 7; 1782, Samuel Atwood, 6; 1787, Joshua A. Mayo, 6; 1793, Stephen Nickerson, 3; 1796, William Miller, 17; 1811, Seth Nickerson, 2; 1815, Nathaniel Nickerson, 9; 1823, Thomas Ryder; 1824, Rufus Conant, 5; 1829, Asa S. Bowley, 5; 1834, Charles Nickerson; 1835, Elisha Dyer, 31; 1866, Paran C. Young, 7; 1873, Seth Smith, 17.

The town clerks with date of first election and number of years service have been: 1747, Samuel Smith, 26 years; 1773, Samuel Atwood, 23; 1796, David Abbott, 3; 1798, Josiah Nickerson, 8; 1806, Orsemus Thomas, 8; 1811, Samuel Cook, 2; 1816, Asa S. Bowley, 18; 1834, Charles Nickerson; since which date the respective treasurers have been also the town's clerk.

The first steps toward the organization of a fire department were

taken at the March meeting in 1836, when a vote was passed "to buy one hand fire engine and thirty second-hand buckets, one hundred feet of leading hose, and all other necessary fixtures." The engine then bought was known as the *Washington*. In 1850 the *Franklin* was purchased. In 1859 a board of engineers, with E. G. Loring as chief, was established. Mr. Loring was succeeded by Ebenezer S. Smith. The present chief engineer, John D. Hilliard, joined the department in 1866, and succeeded Mr. Smith as chief engineer in April, 1871. October 12, 1868, two second-hand engines, built by Hunneman & Bros., in 1850, were added to the fire department and are designated respectively as the *Mazeppa*, No. 3, and *Excelsior*, No. 4. In 1869 the *Ulysses* No. 1, and in 1871 the new *Franklin* No. 2 were added. The hook and ladder truck was put in service in 1853. The assistant engineers, Lysander N. Paine, George O. Knowles, John G. Whitcomb and George H. Holmes, have aided Chief Hilliard in bringing the department to a high standard. The efficiency of its fire service has doubtless saved the town from any serious conflagration. The town, however, has not been wholly free from fires, several of them causing considerable loss of property. In 1858-59 at the Bowen fire, six buildings on Commercial street between the land of Josiah F. Small and the land belonging to the estate of Jesse Cook, were totally destroyed. In 1875 Adams Hall, a large building at the corner of Winthrop and Commercial streets, was burned, the fire breaking out during the evening of March fourth, at a time when the streets were almost impassable from snow, and threatening the destruction of the neighboring buildings, which were saved only after long continued efforts on the part of the firemen. February 16, 1877, at 8.25 P. M. the town house upon High hill was destroyed by fire, the efforts of the firemen to check the flames being ineffective. January 17, 1886, the Puritan shirt factory, owned by E. A. Buffinton of Leominster, was totally destroyed.

There is but one post office in the town and this was established about the beginning of the present century. Daniel Pease, the first postmaster, was appointed January 1, 1801. He was succeeded March 10, 1810, by Joseph Atkins, who held the office until May 29, 1816, when Orsamus Thomas was appointed. After Mr. Thomas the successive incumbents to 1860 were: Josiah Batchelder, appointed December 20, 1822; Rufus Conant, December 6, 1824; Ezra C. Scott, December 29, 1828; Thomas Lathrop, March 10, 1832; John L. Lathrop, April 16, 1839; Godfrey Rider, September 17, 1847; Philip Cook, July 14, 1849; Godfrey Rider, May 26, 1853; Joshua E. Bowley, 1861; B. F. Hutchinson, 1865; Paron C. Young, May 3, 1869.

The union of parish and town made unnecessary the erection of public buildings for the use of the town until long after 1800, the sev-

eral church edifices affording the necessary accommodations for the town meetings and the town officers. In 1806 the records first allude to a building for town purposes. During an epidemic of small pox in 1801 a private dwelling surrounded by a high board fence had been set apart for a hospital. In 1806 the building thus erected was by vote of the town converted into a poorhouse and continued to be used for that purpose until the erection of an almshouse on Alden street in 1833, at an expense of \$867. The Alden street house was sold in 1875 for \$650, the new almshouse erected in 1870 affording the necessary accommodations for the town's poor. The present almshouse was constructed in 1870 at a cost of \$6,526, affording a comfortable and commodious home for the unfortunate dependents upon the town's charity.

In 1845 the town voted to petition the legislature to authorize the county commissioners to erect a jail at Provincetown. The jail was accordingly built upon Central street near Bradford in 1845, and continued in use as the town "lockup" until 1886.

In 1851 the town voted to erect a town house upon High hill. The elevated position of the site, affording a view of the sea for many miles, rendered the hall the most conspicuous building of the town. It was built at a cost of \$14,300, and was still used for town and school purposes in 1877, when it was destroyed by fire. In 1885 the town caused to be erected the present beautiful hall at the corner of Ryder and Commercial streets at a cost of \$52,141. This was dedicated August 25, 1886, the governor of the Commonwealth and other distinguished guests attending the exercises. The address of the Hon. James Gifford, the historian of the occasion, containing a graphic description of the hall and a summary of the olden time customs of the town, was published at the time. Mr. Gifford said:

Although it is 169 years since Provincetown was incorporated, it has prior to this, built but one hall for the transaction of the town's business. The reason may be found in the circumstance that until within the recollection of persons now living, the town and parish were in their functions and administration nearly identical, so that the meeting house furnished pulpit and forum. The town government, in its earlier days was therefore essentially a theocracy. A majority of its voters and of its officials, were members of the church of the old standing order, the same persons being generally appointed or elected to serve both town and parish. That they governed fairly and well there is little dispute. Indeed the moral discipline and homogeneous character of the early settlers, chiefly descendants of the Pilgrims and of their immediate successors, supplying the place of law, they required little interference, restraint or direction from the local authorities.

As evidence that these traits have not become altogether extinct in their posterity here, the fact may be cited that not a murder has ever been committed in this town, nor has there ever been a native inhabitant of the place sentenced to state's prison.

Beside exemption from the cost of town halls, our predecessors also enjoyed immunity from the construction and support of public roads. Dwellings and buildings here were for the most part built upon the shore, close to the water's edge, and the tide, then unobstructed by wharf or encumbrance from one end of the port to the other, was the common highway upon which, until within fifty-five years, the transportation of the town was done. Not alone did the water serve as a highway for the conveyance of goods and the products of the fisheries. Did the family, or any of its members, desire to visit at a distant part of the village, the boat was called into requisition as carriage, or coach. Brought to the door and having taken aboard its precious freight, it was pushed off the beach in charge of father, brother or friend, who were unexcelled in handling or sailing their craft. Over this placid highway, broader, grander than Appian Way, visits were made and returned, and the social life of the place enhanced. Nor is there record or tradition of the occurrence of any serious accident during the century and more this mode of travel was in use.

We can well believe, however, that the lady passengers in these small boats did not always escape tasting salt water. Yet were they not appalled by it. They didn't mind a little spray from the weather bow, but were exhilarated rather by the dash of the sea, when, as the sheets were hauled aft and the boat, responding to the impulse of the freshening breeze, went flying on her course. Clad in attire suited to their needs, fear of dampening crimps or soiling indescribable bonnets did not banish enjoyment of the sail. The entire absence of horses from the place at the period cited, was thus made good by boats. No favorite of the race course was more doated on than was the fastest sailer and best sea boat. A little incident illustrates the attachment of the boatman to his boat. When the skipper of a somewhat larger craft who was in the practice of crossing Barnstable bay, a distance of some thirty miles, alone, was remonstrated with for not taking along another man or boy to pick him up in case he should fall overboard, the skipper replied: "I know its a little risky. I've thought of it. I've thought if I should get knocked overboard by the main boom out in the bay, alone, I didn't know what would become of *the sloop*."

As I have stated, the town possessed, prior to this, but one hall. That was erected in 1854, upon the top of the hill in the rear of this building. It had two strong recommendations; it occupied the

most conspicuous site the town could boast. Admirably completing the central outline and background to the village, it served as an excellent beacon to storm-imperilled sailors approaching our coast from sea. But for the transaction of the town's business, except, perhaps, during the pendency of some exciting election or question, and for all social uses, it might as well have been moored upon Stellwagner's bank, in Massachusetts bay. True the high school was kept there, and its dullest pupils were made to understand that ascending the hill of science was not merely a figure of speech. If in fine weather the view from the hill was pleasing, during the terrific storms not infrequent here, the girl approaching or leaving the school who avoided the perils of the slate flying at her from the roof at the rate of seventy-five knots, or escaped impalement upon the iron pickets of the fence surrounding it, had good reason for uttering a prayer of thanksgiving.

That this is not a fancy sketch may be inferred from the incident that one young lady pupil still survives, who, on leaving the house upon one occasion, was lifted from the ground by the gale, and after being helplessly hurled about the premises, was finally suspended upon this fence, with a picket through her cheek. Hence, when on the night of February 16, 1879, some accidental or providential hand applied the torch, and the town and high school house vanished in a glowing chariot of flame, with all the town as spectators, there was felt little genuine regret.

The central part of this site, including most of that covered by the building, had been the homestead of a much respected and one of the oldest families in town, that of the late Godfrey Ryder, sr. It had recently become the patrimony of a distinguished member of that family, who was born upon this spot, and now the honored resident of a distant western city.* The question was anxiously debated in committee, whether or not he would be willing to part with this estate for an adequate consideration, and for the purposes indicated. Half apprehensive of a refusal, you can judge of the committee's gratification when the response to their application came, in substance, that the possessor would not only part with it for a site for a town hall, but in token of the attachment he still cherished towards the place of his birth, its conveyance would be a gift to the town. Subsequently, when the necessity for enlargement of the site became apparent, and steps were taken for the purchase of three other adjoining estates, he claimed the privilege of paying for these also. The entire site thus bestowed, and bordering upon three streets, comprises an area of twenty-two thousand five hundred feet of land, of a value of not less than four thousand dollars.

* Rev. Doctor Ryder, of Chicago.

By a younger scion of another old and estimable family, who is also a citizen of another city, Mr. John F. Nickerson, of Somerville, is donated the valued gift of the fine toned bell suspended in the tower of this building.

Nor is the list of Provincetown's benefactors yet exhausted. We have yet another to thank. Not indeed a native, but with good right, an adopted son of the old town. When, in 1826, Connecticut, entertaining a profound aversion to mischievous boys, sent here an impulsive, green, bright, jolly, saucy lad* of thirteen, to hoe his way, and to try his muscle with the resident young tarpaulins and blue-jackets of the day, she knew as little what she had lost, as did Provincetown what she had gained. It didn't take long for the boys and people to find out. Both have long since known that when the interest of the community required personal sacrifice; when public spirit was to be evoked, enterprise promoted, or charity solicited, the exile from Connecticut could always be relied upon to lend a hand or to lead the way. Indeed his inability to say no, especially when the hat went round, has long since become the village proverb. Hence when the erection of this hall became an established fact, our presiding officer could no more help contributing to this enterprise in some way than he could help having been born in Connecticut. And what gift more striking, or timely than the clock! And while none will desire to hasten, by a single span, his final departure hence, we are nevertheless admonished by his venerable locks and shining crown, that he can not always remain with us, nor always preside over our town meetings. Then what more useful and constant pledge of interest in his adopted home could he leave? Each stroke of this clock will suggest to the present and future inhabitants of the town, the engagements, the duties and obligations of the passing hour. Thus will it serve as a perpetual monitor, as well as a perpetual memorial of merits universally acknowledged and as widely esteemed.

Recognizing the fact, that the title to the Province lands in Provincetown, upon which two-thirds of the village stands, including this building, is still in the Commonwealth, it is especially fitting that His Excellency should appear here to-day and ascertain for himself whether or not the people in this place have violated their ancient tenure of squatter sovereignty in the erection of this and other buildings upon these lands. Conversant as the governor doubtless is with the circumstance, that whatever of value, of improvements and betterments he may discover upon this territory, they are the ultimate product of the sea, reclaimed through much exposure, labor and peril, we have the utmost confidence he will not, upon full view, and after his return to the state house, order notice to be served upon us to move out."

*Joseph P. Johnson.

RESOURCES OF THE TOWN.—The location of the town has naturally determined the character of its business enterprises. From the beginning of the settlement the fisheries were the dependence of the people. As early as 1690 the people of the Cape had become proficient in the shore whale fisheries. In 1791 a committee was chosen to petition the general government for the removal of the duties on salt, which was largely consumed in the cod fisheries that employed from twenty to thirty vessels at that date, taking in 1790 eleven thousand quintals of cod fish on the Grand Banks. In 1803 forty-four sailing vessels belonging in Provincetown were at sea, chiefly fishing at the Straits of Belle Isle. The cargoes brought home amounted to fifty thousand quintals of fish. In 1834 besides four hundred tons of coasting vessels, six thousand tons of vessels were engaged in the cod and mackerel fishery, returning 45,000 quintals of codfish and 17,000 barrels of mackerel, and employing one thousand men. In 1837 ninety-eight vessels were engaged in the fisheries from Provincetown, employing 1,113 men, securing 51,000 quintals of codfish and 18,000 barrels of mackerel. In 1857 one hundred vessels, averaging ninety tons each, fitted out at Provincetown for the cod fishery alone, taking during the season 80,000 quintals of codfish and oil valued at \$22,000, a total value, including \$28,000 bounty, of \$300,000.

The cod fishery has been the chief fishery of the town, though at times the mackerel fishery has proved profitable. In 1860 nineteen thousand barrels of mackerel were inspected at Provincetown, though doubtless many barrels caught by Provincetown vessels in the same year were inspected at Boston. In 1862 Provincetown returned seventy-four vessels employed in the cod fishery, the catch for the year amounting to sixty-two thousand quintals of cod fish. The shore fisheries, supplemented during the ten years since 1880 by fish weirs, have always proved a source of irregular yet often bountiful income to the fishermen of Provincetown.

The capital invested in the Provincetown fishing business amounted in 1885 to \$964,573.*

Apart from the fisheries, the making of salt for many years employed a large portion of the inhabitants of the town, many of whom were able to prosecute at the same time the shore fisheries with success. The manufacture of salt began in Provincetown in 1800 and continued for many years a profitable industry. Salt mills and salt works extended along the shore from one end of the town to another, giving to the town a picturesque appearance, which is not wholly lost in the early wood cuts of the town that are still preserved in rare copies of the gazetteers of Massachusetts. In 1835 the business was still at its height, but the reduction of the bounty and the high price

*At pages 132-139 are further statistics in detail on whaling and the fisheries.—*Ed.*

of lumber soon after caused a diminution in the annual product, so that in 1854 the business had ceased. Several attempts to establish manufactories have been fruitless, so that in 1890 a shirt factory, employing from one to two hundred young women, is the principal and only manufacturing industry of Provincetown not directly dependent upon the fisheries.

The population of Provincetown has varied from time to time, and yet has since 1800 increased steadily, though slowly. In 1748 there were but two or three families at Provincetown; in 1755, ten or fifteen families; in 1776 there were thirty-six families. In 1755 only three houses remained; in 1775 twenty houses were standing; in 1800 the number of dwellings had reached 144. In 1798, 101 houses in Provincetown were valued at \$15,375, of which several were valued over \$200, among them being the houses belonging to Joseph Nickerson, Ebenezer Nickerson, Seth Nickerson, Thomas Small and Samuel Rider. In 1791 there were owned in town but two horses, two yoke of oxen, and fifty cows. In 1870 the number of dwelling houses had increased to 794. In 1890 there were 970 dwelling houses.

The population of Provincetown in 1765 was 205; in 1776, 205; 1790, 454; 1800, 812; 1810, 936; 1820, 1,252; 1830, 1,710; 1840, 2,122; 1850, 3,157; 1855, 3,096; 1860, 3,206; 1865, 3,472; 1870, 3,865; 1875, 4,357; 1880, 4,346; 1885, 4,480; 1890 (estimated), 5,000.

The population of Provincetown consists of three distinct classes: the descendants of the early settlers, the emigrants from the Provinces, and the Portuguese from the Western Islands. The fisheries have for many years attracted to Provincetown seamen of all nationalities, so that in 1890 the population of Provincetown resembles in the number of nationalities some foreign city, as the following table of the parent nativity will show: Of a total population of 4,480 in 1885 there were: Native born, 3,332; foreign born, 1,148; both parents native, 1,813; both parents foreign, 2,136; one parent foreign, 431. Of the population of foreign birth, 698 were of Portuguese nativity, 251 of Nova Scotia or Provincial birth, and 199 were born in other foreign countries.

The first banking institution at Provincetown was a branch of the Freeman's National Bank of Boston, established in 1846 at the Union Wharf Company store, with which David Fairbanks and Richard E. Nickerson were connected. This branch bank continued to do business until the establishment of the Provincetown Bank, which used the Freeman's National Bank of Boston as its first place of deposit in Boston.

James M. Holmes, Elijah Smith, Elisha Tillson and others were incorporated as the Provincetown Bank, with a capital of \$100,000 March 28, 1854. The bank was opened for business in December,

1854. The first board of directors included Nathan Freeman, 2d, Daniel Small, Isaiah Gifford, Joseph P. Johnson, Henry Cook, Enos Nickerson, Joshua E. Bowley and Eben S. Smith. In February, 1865, the bank became the First National Bank, with a capital of \$200,000. The presidents of the bank since 1854 have been: Nathan Freeman, to 1877; Stephen Cook, to September, 1888; and Moses N. Gifford, to the present time. The cashiers have been: Elijah Smith, to 1866; Moses N. Gifford, to September, 1888; Reuben W. Swift, to December, 1889, and Joseph H. Dyer, since. The board of directors for 1890 includes: Henry Cook, who has served continuously since 1854, William A. Atkins, Joshua Paine, Joseph P. Johnson, who has served continuously since 1854, N. P. Holmes, John D. Hilliard, George O. Knowles, Joseph A. West and Moses N. Gifford.

April 14, 1851, The Seamen's Savings Bank was incorporated—David Fairbanks, Joseph B. Hersey, and Thomas Nickerson being among the incorporators—and began business April 28, 1852. The first board of trustees included: Jonathan Nickerson, Stephen Nickerson, Nathan Freeman, 2d, Stephen Hilliard, J. B. Hughes, Isaiah Gifford, Joshua E. Bowley, Ephraim Cook, Eben S. Smith and Joshua Paine. The presidents have been: John Adams, March, 1852, to January, 1856; David Fairbanks, to February, 1874, and Lysander N. Paine, to the present. The secretaries and treasurers have been: David Fairbanks, March, 1852, to January, 1856; Richard E. Nickerson, to January, 1858; Enos Nickerson, to January, 1867; John Young, jr., to June, 1872; Joseph H. Dyer, to January, 1890, and Lewis Nickerson since. The board of directors for 1890 includes: Richard E. Nickerson, Nathan Young, Joseph Manta, James A. Small, A. L. Putnam, Joshua Cook, Atkins Nickerson, Lawrence Young, Thomas Lewis, Nathaniel Hopkins, James Gifford and Abner B. Rich.

A maritime town, with large commercial interests, Provincetown has furnished sufficient insurance risks to cause the organization of several insurance companies, only one of which continues to do business in Provincetown. The first insurance company of which a record has been preserved—The Provincetown Fire and Marine Insurance Company—was incorporated in 1829, Simeon Conant, Jonathan Nickerson, Silas Atkins, Josiah Snow, Ephraim Cook, Jonathan Cook, jr., Elisha Young, Charles A. Brown, Thomas Nickerson, John Adams and Godfrey Ryder being the incorporators. In 1832 Simeon Conant, Henry Willard, Samuel Soper, Thomas Nickerson, Jonathan Cook, jr., Elisha Young, Ephraim Cook, Charles Parker and Solomon Cook were incorporated as the Fishing Insurance Company. In 1839 Simeon Conant, Jonathan Nickerson and John Adams were incorporated as the Union Insurance Company. In 1845 Daniel Small, Caleb U. Grozier and David Small were incorporated as the Equitable In-

insurance Company. In 1854 Jonathan Nickerson, Samuel Soper and John Adams were incorporated as the Atlantic Mutual Fire and Marine Insurance Company.

A detailed history of the business activity of the insurance companies would be without interest. It is interesting, however, to note that John Adams and David Fairbanks were respectively president and secretary of the Fire and Marine Insurance Company in 1829; that Thomas Nickerson was first president of the Fishing Insurance Company, which in 1840 carried marine risks of \$26,000; and that John Adams and David Fairbanks were president and secretary, respectively, of the Union Insurance Company of 1839, which in 1840 carried maritime risks of \$22,000. In 1861 Ephraim Cook and John D. Hilliard became president and secretary of The Provincetown Marine, instituted in that year for the insurance of war risks. The Atlantic Insurance Company, instituted in 1855, was united with the Equitable in 1887. The presidents of the Atlantic were: David Fairbanks, Samuel Soper and Joshua Paine, who in 1881 became president of the new Equitable. The successive secretaries of the Atlantic were: Richard E. Nickerson, Enos Nickerson, John Young, jr., and Lewis Nickerson. The Equitable, reorganized in 1881, is still, in 1890, a prosperous corporation, with a capital of \$50,000, insuring in 1889 property to the value of \$822,611. Joshua Paine and Lewis Nickerson have been president and secretary since 1887. The directors for 1889 were: Joshua Paine, William A. Atkins, Henry Cook, Nathaniel Hopkins, Atkins Nickerson, William Matheson, Charles A. Cook, L. N. Paine and Adam Macool.

The first step toward the institution of a free public library in Provincetown was a vote passed at the last meeting of Mayflower Division of the Sons of Temperance of Provincetown in 1863, directing the treasurer of that organization to deposit in the Seaman's Savings Bank the funds in the treasury, amounting to nearly three hundred dollars, to be expended in the purchase of books for any free public library that might thereafter be established in Provincetown. That fund remained on deposit until 1874, when it amounted to \$522.22, and was then paid over to the trustees of the Provincetown Public Library. The first official action of the town, in its corporate capacity, toward establishing a public library was taken at the annual meeting in February, 1872. Twenty-five dollars were then appropriated "for the establishment of a free Public Library." The town clerk was directed to expend the money "in the purchase and binding of a copy of the *Boston Daily Advertiser* for one year to be kept in the town clerk's office for the use of the public." The sum of \$250.03, the proceeds of the dog tax refunded to the town by the county in 1869, 1870, 1871 and 1872, was also appropriated "for the purchase of

books for a town library, the money to be loaned to the town treasury until the town should otherwise order and draw interest at the rate of seven per cent per annum."

December 1, 1873, Hon. Nathan Freeman conveyed to trustees by a deed, a copy of which is filed in the town clerk's office, the land and building erected thereon, known as the Freeman Building, upon the condition that the lower floor, excepting the entrance hall, should be occupied solely for the purposes of a public library. The trustees were also directed to pay over to the proper officers of the library, annually, such portion of the income from the rental of the upper story of the Freeman Building as should seem just and reasonable. At the annual meeting of the town in February, 1874, seven trustees of the public library were chosen, and the funds that had accumulated in the treasury were transferred to the trustees of the public library then chosen. The town also voted to appropriate two thousand dollars for the purchase of books and for such furniture as might be necessary, provided that one thousand dollars, including donations and appropriations already made, should be obtained from other sources. Through the efforts of James Gifford sufficient money was subscribed by sons of Provincetown, at home and abroad, to render available the town's liberal appropriation. In the spring of 1874 the trustees of the public library received \$3,466.12, and books for the library were at once selected by Augustus Mitchell, who also supervised the preparation of the first printed catalogue issued in 1874. The library was opened for the delivery of books to the public Saturday, June 13, 1874.

At the annual meeting in 1889 the town voted to accept the acts of the legislature of 1888, directing the choice of trustees for terms of three years and to fix the number of trustees at nine. The provisions of the act of 1888 permit the trustees of the library to hold property of any kind in trust for the purposes of the library and vest the trustees with exclusive custody of the library funds from whatever source derived. In 1889 Benjamin Small conveyed to the trustee five thousand dollars, the annual income of which should be expended in the purchase of books for the library. In December, 1889, a card catalogue was prepared under the supervision of James H. Hopkins, who also prepared the printed catalogue issued in January, 1890. At the same time the library was furnished with ash book cases of an improved pattern under the direction of Moses N. Gifford, A. P. Hanum and E. N. Paine. The library contained December 31, 1874, 2,202 bound volumes, including public documents. January 1, 1890, the number of bound volumes, exclusive of public documents, in the library was 4,039.

The trustees in 1889 were: For term ending February, 1892—An-

drew T. Williams, George H. Holmes, William R. Mitchell; for term ending February, 1891—Moses N. Gifford, James H. Hopkins, Artemas P. Hannum; for term ending February, 1890—Edwin N. Paine, Reuben W. Swift, Samuel S. Swift. The librarians have been: Miss Salome A. Gifford, 1874-81; William R. Mitchell, 1881-88; Miss Mattie W. Bangs, the present incumbent, who has served since 1888.

The Seamen's Relief Society was organized April 13, 1882, for the temporary relief of seamen shipwrecked at Provincetown. Nathan Young, the first president of the society, continues to serve. The officers for 1890 are: Nathan Young, pres.; Harvey S. Cook, Thomas Lewis, vice-pres.; A. P. Hannum, sec.; M. N. Gifford, treas.; A. T. Williams, M. L. Adams, Mrs. Paron C. Young, Mrs. Xenophon Rich, David A. Small, Mrs. Priscilla Young, Mrs. Thomas N. Paine, Mrs. Geo. Hallett, S. Knowles, J. A. West, Joseph Whitcomb, directors.

The Provincetown Mutual Benefit Society was organized in 1889. The membership is limited to sixty, and a benefit of fifteen dollars per week is paid to members who are sick. The officers are: F. E. Williams, sec.; A. L. Putnam, treas.

Marine Lodge, I. O. O. F., was instituted November 21, 1845. The Past Grands have been: Leander Crosby, installed November 21, 1845; Josiah Sturgis, Emmons Patridge, Eben S. Smith and J. P. Johnson, installed in 1846; Sabin M. Smith and Thomas Lothrop, 1847; Joshua Small, jr., and Josiah S. Fuller, 1848; Godfrey Ryder, Joseph P. Knowles and Lewis L. Sellew, 1849; David Smith, 3d, and Peter E. Doliver, 1850; Lemuel Cook and Benj. Allstrum, 1851; Joshua E. Bowley and Elijah Smith, 1852; Enoch Nickerson and Stephen Ryder, 1853; Isaac B. Alexander and Warren Smith, 1854; Edward G. Loring and Stephen A. Paine, 1855; Osborn Myrick and Curtis Doane, 1856; Joseph P. Johnson and F. B. Tuck, 1857; Lewis Morris and Jonathan Kilburn, 1858; John Atwood and S. T. Kilburn, 1859; Ebenezer W. Holway and William W. Smith, 1860; Pineas Freeman and Isaiah A. Small, 1861; James Fuller and P. N. Freeman, 1862; Gamiel B. Smith and James Gifford, 1863; S. T. Soper and Charles A. Hannum, 1864; Ebenezer Lothrop and Isaiah A. Small, 1865; Joseph P. Johnson and William Bush, 1866; David Smith and R. C. Hartford, 1867; Joseph Cross and Charles A. Hannum, 1868; E. H. Rich and Edward J. Kilburn, 1869; H. G. Newton, 1870; George H. Lewis and Samuel H. Ghen, 1871; William H. Collins and Isaac S. Warner, 1872; Solomon D. Nickerson and James A. Small, 1873; Solomon D. Nickerson and George Allen, 1874; Seth Nickerson and Lemuel Cook, 2d, 1875; Lemuel Cook, 2d, and Heman S. Cook, 1876; Andrew T. Williams, 1877; A. Frank Hopkins, 1878; Newton P. West, 1879; James A. Small, 1880; George W. Tuttle, 1881; Joseph Whitcomb, and Stephen H. Smith, 1882; Willis W. Gleason, 1883; Reuben F.

Brown and Frederick A. H. Gifford, 1884; Thomas W. Sparks and Francis S. Miller, 1885; Nathaniel T. Freeman and Jeremiah A. Rich, 1886; George F. Miller and Nathaniel H. Small, 1887; Simeon S. Smith and Willard T. Burkett, 1888; Jerome S. Smith and Frederick E. Williams, 1889; Otis M. Knowles, installed January 8, 1890.

Provincetown Lodge, Knights of Honor, was established February 10, 1880. The successive past dictators have been: Joshua F. Tobey, E. P. McElroy, George H. Nickerson, Caleb K. Sullivan, Joseph A. West, and Joseph Whitcomb, since 1885.

The Ladies' Relief Corps meets twice a month in G. A. R. Hall. The president is Mrs. H. Louise Lyford; the secretary is Mrs. Mary C. Smith; and Mrs. Emily A. Smith is the treasurer.

Charity Degree Lodge, Daughters of Rebecca, meets in Odd Fellows' Hall, Friday evenings. The present officers are: Mrs. Annie Y. Cook, N. G.; Mrs. Sarah C. Cornell, V. G.; Mrs. Eliza S. Small, sec.; Mrs. L. C. Whitcomb, treas.; Mrs. Sophronia D. Sumner, P. S.

J. C. Freeman Post, G. A. R., was instituted September 23, 1884, with nineteen charter members. The Commanders have been: Geo. H. Nickerson, George Allen and Joshua Cook. The officers for 1890 are: Joshua Cook, C.; J. H. Dearborn, S. V. C.; F. A. Smith, J. V. C.; George W. Holbrook, adjt.; C. W. Burkett, O. D.; Thomas Lowe, O. G.; Byley Lyford, chap.; Samuel Knowles, surg.; Seth Smith, Q. M.; P. C. Young, Q. M. S.; David Cook, S. M.

Firemen's Mutual Life Insurance Association was organized in 1873. Sixty-four members have died during its existence and their representatives have received benefits amounting to \$9,802. The present officers are: Pres., L. N. Paine; vice-pres., George H. Holmes; sec., and treas., J. D. Hilliard; trustees, Charles A. Cook, Andrew T. Williams, John G. Whitcomb.

King Hiram Lodge, A. F. & A. M., was instituted March 25, 1796, at which time Paul Revere, Grand Master of the State, signed the charter. The worshipful masters since the organization of the Lodge have been: John Young, 1796-8; Jonathan Cook, 1799, 1801, 1805-6; Allen Hinckley, 1802-3; Henry Paine, 1804; Orsamus Thomas, 1807-9, 1817-20; Ephraim Blanchard, 1810-11; Daniel Pease, 1812-13; Simeon Conant, 1814-16; Joseph Sawtelle, 1821-27; Henry Willard, 1828; Jonathan Cook, jr., 1829-30; Barzillai Higgins, 1831-33, 1847; Waterman Crocker, 1834-46; Godfrey Rider, 1848-49; Joseph P. Johnson, 1850-53, 1858-63; Peter E. Dolliver, 1854; Lewis L. Sellew, 1855; Reuben F. Cook, 1856-57; Elijah Smith, 1864-65; John W. Atwood, 1866-69; Joseph S. Atwood, 1870-71; E. Parker Cook, 1872-73; John M. Crocker, 1874-75; Artemus P. Hannum, 1876-77; Moses N. Gifford, 1878-79; Frederick A. H. Gifford, 1880; Joseph H. Dyer, 1881; Harvey O. Sparrow, 1882; Thomas Lowe, 1883; Hezekiah P. Hughes,

1884; Lewis H. Baker, 1885; James A. Small, 1886-87; Andrew T. Williams, 1888, and Jerome S. Smith since 1889.

Joseph Warren Royal Arch Chapter was organized June 8, 1869, and chartered June 15, 1870. The successive high priests, installed in November of each year, have been: Jeremiah Stone, June, 1869, to November, 1870; Joseph P. Johnson, November, 1870; Lauren Young, 1873; John W. Atwood, 1874; John M. Crocker, 1876; Lauren Young, 1877; Horace A. Freeman, 1878; Harvey O. Sparrow, 1879; Artemas P. Hannum, 1880; Frederick A. H. Gifford, 1881; Joseph H. Dyer, 1882; Frederick A. H. Gifford, 1883; Harvey O. Sparrow, 1884; James E. Rich, 1887; Frederick A. H. Gifford, 1888. The regular convocations are held the first Friday evening in each month, and the annual convocation the first Friday evening in November.

A Local Branch, No. 1006, of the Order of the Iron Hall, was established here in 1889.

Royal Arcanum, Mayflower Council, was established December, 1886. Marshall L. Adams was chosen first regent, and has continued to occupy that office.

Royal Society of Good Fellows, Miles Standish Assembly, was instituted in 1888. S. H. Baker, the first R., was succeeded by Myrick C. Atwood.

The Children's Loyal Legion, Company J, Barnstable Division; the Women's Christian Temperance Union, Mrs. Alice A. H. Young, president; and the King's Daughters, have contributed largely toward sustaining a high moral sentiment in the community upon the temperance and other kindred questions, rendering a welcome assistance to the various church organizations. Though recently established, their officers have already rendered services of the highest worth.

CHURCHES.*—The meeting house provided for in 1717, as mentioned at page 965 was built in 1717-18, and was the first place of worship erected at Provincetown. There is no record establishing its exact location. Tradition, however, points to the site in the south-east corner of the pasture or meadow of the heirs of the late Joseph Atkins, sr., about one hundred yards northwesterly from Bradford street, and a few feet southwesterly from the partition fence between the western portion of this meadow and that part of it now the property of William Matheson. William A. Atkins, a native of the town, and son of Joseph Atkins, the former owner of the premises, remembers distinctly that in his youth his father pointed out this spot to him as the one on which the old meeting house stood. Joseph Atkins was born in 1766, and must have attended meeting with his parents in the first and second meeting houses, the latter built in 1773 upon the same site. Joseph Atkins was twenty-six years old when the

* By James Gifford, Esq., of Provincetown.

third church was built and helped cut the timber for it in Provincetown woods.

It was the presence of the meeting house here, on the south border of the meadow, or the large, level valley, once connected with Shankpainter pond, that gave to this tract the name of Meeting House Plain, which is still applied to it. The proximity of the old burying ground on the northeast side of the plain, corresponding with the prevailing practice of early days of locating the burial place, near the church, goes to confirm the tradition.

The second meeting house, probably a rebuilding and enlargement of the first, was erected entirely by the inhabitants of the town in 1773, fifty-six years after the building of the first church. January 25, 1774, the first sale of its pews was made by authority of a vote of the town and parish "to sell the pews in the meeting house and to sell them allowing purchasers to pay the money by the first day of December, 1774." Twelve pews were sold at this first sale at prices varying from £30 for those on the ground floor to £3, 10s., for those in the "woman's gallery."

The third meeting house was long known as the "Old White Oak." At a meeting of the town November 15, 1792, it was voted to build a meeting house, and "to set it near north meadow gut." This proposed location was on the margin of a creek running through the beach at the foot of Gosnold street. Following nearly the line of this street to its junction with Bradford street, it flowed easterly and northerly, washing the base of High Pole hill and adjacent territory south—extending as far as the rise of ground north of the Center school house and beyond the railroad station. Persons living have heard aged residents relate incidents of their crossing this creek in boats whose use was indispensable while the tide was in. It was the practice to float scows and boats laden with salt grass from the meadows through this "gut" and to make it into hay on its borders, called "the north meadow."

It was also voted that the meeting houses should "be sold in forty shares, that any of the inhabitants of the town should have the liberty to subscribe for building said house and that the pews in the new meeting house should go to the highest bidder at a public vandue." Public notice announced that subscribers would be called upon to pay down twenty-five dollars per share. January 30, 1793, it was agreed by vote "that the subscribers who built the meeting house should set it near Rev. Samuel Parker's residence." Mr. Parker's residence was on the lot now covered by St. Peter's Catholic church, and the meeting house was erected east of Mr. Parker's dwelling, and on the premises now occupied by the Catholic parsonage. A full share of stock in the new meeting house cost £7, 10s., and a half share £3,

15s. Thirty-four full shares and twenty half shares were readily sold, amounting to £300, and a subscription by the town, increased the total to £400. The highest price was \$186, paid by Elijah Nickerson, for No. 20 pew.

The frame of this church was hewn from white oak trees cut in Provincetown woods, and hence the name, "White Oak Meeting House." A portion of this frame, still sound and bright, was used in the construction of the present Congregational church in 1843.

In 1807 the interior of the White Oak church was remodeled at considerable expense to the town and four new pews added to those in the body of the house. These were sold to the highest bidders at the following prices: No. 37 for \$190 to Samuel Cook; No. 38 for \$350 to Jonathan Cook; No. 39 for \$342 to Solomon Cook; and No. 40 for \$176 to Stephen Nickerson; the highest not since equaled at any sale of pews in Provincetown. It was the most costly structure, public or private, that had been reared in town, its architecture and adornment indicating a desire to impress and please the beholder.

As the meeting house was still the only place of assembly provided, not only for public worship and for religious instruction, but was also the only forum for the discussion and disposition of all social, municipal, civil and political affairs, its maintenance was esteemed a matter of first importance in the welfare of the whole community. About this historic church, therefore, were centered the dearest hopes, the social and religious sentiments and associations in its life. It was here infants were baptized, the last rites over the dead pronounced, and here, too, the intention of marriage, conspicuously announced, was consummated by celebration of the marriage ceremony.

The Old White Oak church is still remembered by the elder natives of the town with sentiments of veneration, connecting by association their own lives with those of former generations who once joined them in worship beneath its roof. It is remembered, too, that the seats of the large square pews, hung upon hinges, were turned up during prayer and turned down at its close; that it was the delight of the boys in the galleries, despite the menace of tything men armed with long poles, to throw the seats down with a bang that startled the congregation; an annoyance finally ended by enforcing the vote of the town to nail down the seats.

Rev. Jeremiah Cushing, mentioned at page 962 as the first resident preacher here, was succeeded by Rev. Samuel Spear. Rev. Spear was born July 6, 1696, a graduate of Harvard College in 1715, and began his pastorate about 1719, and continued until 1741, when large numbers of his parishioners removing to other localities he also went away. Among those who supplied the pulpit for limited

terms during the next thirty-two years were Rev. Solomon Lumbert, Mr. Mills, Martin Alden and Mr. Green.

Their successor, Rev. Samuel Parker, was born in Barnstable in 1741, graduated from Harvard 1768, and came to Provincetown in 1773. The town and parish meeting on December 7, 1773, "agreed by vote to give unto Mr. Samuel Parker for his regular salary £66, 13s. 4d., lawful money to settle in this town and preach the Gospel to the inhabitants, also to give unto him the frame of his house and to build one-half of it purposed to be thirty feet in length, twenty-seven feet wide, eight feet in the walls, likewise his fire wood and to give him meadow for two cows." In addition to the salary thus stipulated the general court contributed forty-five pounds annually for twelve years from May 1, 1772. Mr. Parker was installed January 20, 1774. Entering upon his charge at the age of thirty-two years his attainments, his assiduity and cheerfulness in discharge of his religious and secular duties, and the exercise of a tolerant and kindly spirit, acquired for him the confidence and attachment of the town. His death, April 11, 1811, was therefore felt as both a personal and public loss.

The advent of Methodism into the parish in the latter part of Mr. Parker's ministry was undoubtedly to him a source of grief and agitation, embittering his last days. After the first furious storm of opposition and persecution, raised by a portion of his own parish, against the new and aggressive sect, had subsided, he saw his flock divided and large numbers deserting to the new fold. So great was the defection that the Methodists in 1810, carried a vote in town meeting placing Alexander McLain, a Methodist minister, "in control of Mr. Parker's pulpit" unless he was able to officiate. This action was later requited by the persistent refusal of a Methodist selectman and "keeper of the meeting house key" to open its doors to a regularly warned town meeting, which, after being called to order upon the platform in front of the church, was adjourned to Thomas Rider's store, where the town's business was transacted. The possession of the meeting house was restored to the town only through resort to threats of legal process. The strife, long continued, shows that the spirit of retaliation and intolerance was not confined to the adherents of either side to the religious controversy.

Rev. Nathaniel Stone, born in Dennis, graduated at Harvard in 1795, began his ministry to the old society March 17, 1813. His installation took place October 16, 1817.

Mr. Stone's reputation, and discourses that survive, indicate mental ability and respectable professional acquirements. But dogmatic and narrow in his views, he was from natural bent a strict believer in the doctrines of Calvin, and conscientiously accepted their logical

sequence. His obstinacy and irascibility of temper, nevertheless, proved as disastrous to the society as they were destructive of his own peace and welfare. A preacher of a different mould would, indeed, at this crisis, have encountered serious difficulty in allaying discontent and in arresting the exodus from the old church. National independence had awakened throughout the country enlarged views of church polity and creed. It was held that taxation without consent of the taxed was not longer to be tolerated in church or state. Hence hatred of compulsory assessment exacted for the support of this society, and the allurements of a freer faith were elements Mr. Stone was singularly ill qualified to overcome. The excitement produced by frequent desertions of his parishioners to the Methodists induced him to frequently preach about it, when he was wont to turn over the leaves of his sermon with his nose. When defections and refusal to longer attend his Sunday service had suggested to his friendly supporters the wisdom of terminating his pastorship, he refused point blank to listen to any proposal for resignation, or for accommodation of the terms of his settlement. Failing at last, in 1830, to obtain hearers, the old White Oak meeting house closed its doors, and its society, with which the history of the town was from its birth identified, became extinct. Mr. Stone remained in town until 1837, when he removed to Maine, where he died.

In 1841 another Congregational society was organized, and in 1842 measures were begun for building the church in which this society now worships. Rev. Calvin White officiated during this period. Rev. Mr. Eastman followed, and was settled in 1843. The church having been completed, he preached in it the first sermon September 13th of that year. Rev. Osborn Myrick, while in charge of a society in North Truro, was, by unanimous vote, invited to become pastor of the Congregational church in Provincetown November 24, 1845. Accepting the invitation, then a young man, a good scholar, an excellent teacher and of gentle bearing, he earnestly devoted himself to the work of his new pastorate. Identifying himself with all the legitimate interests of the community, whose improvement in secular as well as religious affairs he was ever ready to advance, he won its entire confidence and esteem, which he retained unabated, when, February 27, 1866, after a pastorate of twenty-one years, he tendered his resignation, and removed to Middletown Springs, Vermont, where he still resides.

His successors have been: Reverends C. J. Switzer in 1867; Mr. Lonsbury in 1868; S. D. Clark in 1868; L. N. Pierce, 1871; Mr. Blanchard, 1874; Mr. Westgate, 1875; Granville Yager, 1876; E. P. McElroy, 1879; George W. Osgood, 1886; Isaac R. Prior, since 1887.

The fourth church, erected in this place in 1795, was for the Metho-

dist Episcopal society. It encountered furious opposition and persecution. The town had that year voted that a Methodist meeting house should not be built in Provincetown. Timber and lumber designed for a meeting house had been unladen from a vessel upon the beach. The night following the landing an enraged mob, after cutting the timber in pieces and transporting it upon their shoulders to the rear of High Pole hill, set fire to it and crowned the blazing pile with the effigy of the Methodist minister, Jesse Lee. A short time after, however, John Kenney, Samuel Atwood and twenty-eight other respectable and prominent citizens, adopted without opposition, in open town meeting, the following: "This is to certify that John Kenney and (others named to the number of 28) attend the public worship of God with the Methodists and contribute for their support."

Enraged by the assault upon their rights and convictions, and by the wanton destruction of their property, the Methodists lost no time in procuring another frame and more lumber, and the house was built without further demonstrations of violence. It was a one-story building about forty by thirty feet, constructed and finished in the primitive Methodist style, without plaster or paint on the interior.

The fifth church was built by the Methodist society in 1817 and enlarged the same year. It occupied the site on which stands the homestead of Dr. Henry Shortle, at the corner of Bradford and Ryder streets. This was a large building, having the first spire and first church bell in this place. It was superseded in 1847 by the erection of another house of worship, in front of High hill, on lots now covered, in part, by the skating rink and the building of Joshua T. Small, fronting Ryder street. This church contained 136 pews on the floor, with seating for 1,200 persons. It was occupied until 1860, when the present Center Methodist church was erected at a cost of \$23,000.

Distinguished among the early settled preachers in the long succession of clergymen who have ministered to this society was Alexander McLain. He was here in 1807 and later. There are living a few of those who were of his congregation, and who yet distinctly remember his person and his preaching. They represent him as of a noble figure and presence and as endowed with a dramatic power and a pathos that were irresistible. Of the preachers of later date there are many who became noted in their denomination and whose memory is revered by the members of this society.

The list of preachers and date of coming is as follows: George Cannon, 1795; Robert Yallalee, 1796; Jacob Ricklow, 1797; Smith Weeks, 1798; William Beaucamp, 1799; John Merrick, 1800; Solomon Langdon, 1801; Edward Whittle, 1802; Allen H. Cobb, 1803; Alfred Metcalf, 1804; Philip Munger, 1805; Elijah Williard, 1806; Alexander

McLain, 1810; Epaphras Kibby, 1812-24; Shipley W. Wilson, 1824; Leonard Bennett, 1826; Epaphras Kibby, 1828; Ebenezer Blake, 1830; Ephraim Wiley, 1832; John E. Risley, 1834; Frederick Upham, 1835-6; Ira M. Bidwell, 1835; E. W. Stickney, 1839; Aaron D. Sargent, 1840; Samuel W. Cogswell, 1841; Paul Townsend, 1842; John Lovejoy, 1844; William T. Harlow, 1846; E. B. Bradford, 1848; Pardon T. Kenney, 1850; William Livsey, 1852; Robert McGonegal, 1854; M. P. Alderman, 1856; Asa N. Bodfish, 1858; Ed. H. Hatfield, 1860; J. T. Benton, 1862; George W. Bridge, 1863; A. P. Aiken, 1865; C. S. Mcreading, 1867; Charles Young, 1869; J. H. James, 1872; Edgar F. Clark, 1874; Angelo Canoll, 1877; H. H. Martin, 1880; A. William Seavey, 1882; W. W. Colburn, 1884; Porter M. Vinton, 1887.

The First Unitarian society was organized in 1829, in "Enos Nickerson's School House." This society, the year it was organized, changed its name to "First Christian Union Society," which it retained upon its records until 1847, when by vote it was called, what in fact it had been since 1835, the First Universalist society. The first settled pastor, 1830, was Asahel Davis, Unitarian, who removed from Portsmouth, N. H.

A church for this society was built by Joseph Fuller and Thomas Lothrop, contractors, for \$3,105, land and other items increasing the cost to \$4,825, and was dedicated November 3, 1830, upon the premises where the dwelling of Abner B. Rich now stands. The second Universalist church, now standing, was erected in 1847.

The following is the list of settled pastors and the years of their coming: Asahel Davis, 1830; George C. Leach, 1834; Mr. Clemsby, 1834; John B. Dods, 1836; Hiram Beckwith, 1842; Mr. Stevens, 1843; Theodore R. Taylor, 1844; Emmons Partridge, 1845; Mr. Cronens, 1852; Mr. Gardner, 1853; Mr. Sanborn, 1854; Mr. Bartlett, 1855; Mr. Hooper, 1858; A. W. Bruce, 1860; B. H. Davis, 1869; Mr. Perry, 1871; S. M. Beal, 1874; D. S. Libby, 1877; George F. Babbitt, 1880; Alfred J. Aubry, 1884; R. T. Sawyer, 1885; H. E. Gilchrist, 1887.

Of these clergymen several, especially John B. Dods, exhibited good preaching ability, were impressive speakers and devoted to their calling. Replying to an invitation received at the end of his first year's engagement, Rev. Dods informs the society he will remain another year for \$600, the sum received for the first year's service, and then states to the parish committee: "You mention to me that '\$800 would not separate us.' But that is a sum I have not the conscience to ask, nor would I accept it if it were freely offered, as I have no use for so much money annually. I was fearful that even \$600 was more than the society could conveniently pay, and had therefore made up my mind to leave here the end of June." Mr. Dods' family at that time consisted of a wife and five children. .

The second Methodist church, known as the Wesleyan chapel, was the house originally erected by the Christian Union Society, already noticed. It was purchased in 1848, by Freeman Atkins, Samuel Soper and Rufus L. Thatcher, a committee representing Methodists living in the west part of the town, who desired a place of worship nearer their residences. The church was remodeled and refurnished soon after its purchase, when ninety-five members withdrawing from the Centre church, joined the new society and worshiped in this church. Centenary church was erected and completed in 1866, under the pastorate of Rev. George W. Bridge.

The list of pastors of Centenary church, with year of their coming, is as follows: Samuel Fox, 1848; Azariah B. Wheeler, 1849; John Livesay, jr., 1851; Josiah Higgins, 1853; N. P. Philbrook, 1855; B. K. Bosworth, 1857; J. T. Wright, 1859; Mr. Cooper, 1861; J. F. Sheffield, 1863; George W. Bridge, 1865; George M. Hamlen, 1867; Shadrach Leader, 1868; Andrew J. Kenyon, 1870; John Livesay, 1872; William McK. Bray, 1872; George A. Morse, 1874; George H. Bates, 1877; George W. Hunt, 1880; John H. Allen, 1882; Warren Applebee, 1884; George C. King, 1885; Thomas J. Everett, 1887; Samuel McBurney, from April, 1889. This list embraces men of acknowledged ability and worth, and who were devoted to the care of their charge.

The Catholic society was organized by Rev. Joseph M. Finotti in 1851. The first service was held in the dwelling of Thomas Welch, on Franklin street, previously known as the Freeman House. A Sunday school was early begun by Jeremiah Quean with three pupils, and now numbers over five hundred. In 1853 Mr. Finotti bought the building on Bradford street, formerly called the Wesleyan Academy, and subsequently occupied by the town high school, for a place of worship and pastoral residence. Public services were held in this building until the purchase, in 1872, of Adams Hall, by Father O'Conner, for the sum of \$4,500. The society worshiped here for nearly two years when, March 4, 1875, it was destroyed by fire during a terrific northeast snow storm, in which the Italian bark *Giovanni* was stranded on the outer bar off Peaked hills, and all the crew save one perished. The present house of worship—St. Peters church—located on the north side of Prince street, was consecrated October 12, 1874. A fine parsonage was added to the church estate in 1886.

This society when established was principally composed of natives of Ireland and their children. A very large majority of those now comprising its membership are of Portugese birth and descent. There is a larger regular attendance at this church than is present at any other place of worship in town. The following priests have officiated as pastors: Father Joseph M. Finotti, 1851; Father Haly, Father Cornelius O'Conner, 1860; Father McGough, 1873; Father McGuire, 1874;

Father Toait, 1882; Father Elliott, 1886; Father B. F. McCahill is the present incumbent.

SCHOOLS.—Allusion has already been made to the application of the revenue from the Cape fisheries to the support of schools. The first reference in the early records to schools at Provincetown is the entry in 1728 upon the town records; "Mr. Samuel Winter's account for keeping school one half year, £22. 10." His compensation for the remaining half year appears to have been £22, 13. The first record, however, is almost the only reference to schools that appears upon the town books for a hundred years. A town school was certainly kept from the very beginning of the settlement. In 1801, during an epidemic of smallpox, the schools were closed by vote of the town. In 1807 it is certain that the town school occupied a portion of a building jointly with a Masonic lodge. In 1835 six hundred dollars were appropriated for common schools; in 1837 the amount was increased to seven hundred dollars, and in 1840, to one thousand dollars. In 1844 the town erected, at a cost of ten thousand dollars, the three school houses which are still known as the Western, Eastern and Center school buildings. In 1853 thirty-one hundred dollars were appropriated for schools, six hundred dollars of which was for the support of a high school. The upper story of the town hall was used by the high school for many years until 1877. In 1879 and 1880 the present grammar and high school building was erected, at an expense of over ten thousand dollars.

In 1840 the number of school children between five and sixteen was 562; in 1890 the school children attending the public schools numbered 950, enrolled in seventeen schools, under the supervision of twenty teachers. The amount of the annual appropriation for the public schools during the twenty years ending in 1890, though varying in amount from year to year, has averaged nearly ten thousand dollars yearly. The desire for good schools is universal, and every effort has been made by the citizens to supply the school officers with the necessary facilities. Since the abolition of the district system in 1870, the schools have been supervised by a committee, generally three in number, who have usually chosen a superintendent, who has the immediate care and responsibility of all the schools.*

BIOGRAPHICAL SKETCHES.

The history of the town is incomplete without a brief notice of the men whose prudence, economy and foresight have contributed to its material wealth. To the energy and public spirit of her business men Provincetown owes much of the continued prosperity that has attended the town during many years. It is to be regretted that an

*Mr. Hopkins' manuscript ends here.—*Ed.*

even more extended sketch than that which follows cannot be devoted to an enumeration of the prominent business men of Provincetown, with the interesting facts relating to their early lives which might be gathered.

John D. Adams, son of William and Ellen (Darrow) Adams, was born in 1860. He has been in the drug business since 1876. In 1885 he succeeded Dr. J. M. Crocker. He remodeled his store in 1889. He married Jennie, daughter of James M. Holmes. They have three children: Charles W., Jennie W. and James H.

Marshal L. Adams, son of John and Abbie (Sampson) Adams, was born in 1842. He was a merchant for thirteen years prior to 1878. He was county treasurer one term—1886 to 1888. He was chairman of the building committee of the new town hall. He married Mary A. Moor, and has one son, John.

Mrs. Mary N. Adams is a daughter of Samuel and Tamesin (Brown) Cook, and granddaughter of Samuel, who was a son of Solomon and grandson of Solomon Cook. Her first marriage was with John Adams, who died in 1860, aged forty-five years. Her present husband is Solomon N., son of George M. Adams.

William A. Atkins, son of Joseph and Ruth (Nickerson) Atkins, was born in 1818. His first marriage was with Abigail N. Freeman, deceased, and his second wife was Jane F. Grozier, also deceased. Mr. Atkins was for many years a member of the Central Wharf Company. The Central wharf and store were built in 1839 by Joseph Atkins, who with David Fairbanks conducted a general store for several years. His son, William A. Atkins, and Eben S. Smith, were then admitted to the firm. In 1851, upon the death of Joseph Atkins, William A. Atkins and Eben S. Smith, who, after a brief absence (during which his place was filled by Thomas G. Atkins), had returned, continued together until 1858, when John Atwood purchased the business. In 1863 William A. Atkins again purchased an interest in the firm and with Eben S. Smith continued until 1864, when Nathan Young bought out William A. Atkins. Atkins Nickerson soon afterward acquired an interest. In 1867 Abner B. Rich succeeded Eben S. Smith; in 1875 James A. Small joined the firm, which has since carried on an extensive general store under the direction of Messrs. Young, Rich and Small, the present partners. For many years the Central and the Union wharf companies were the chief mercantile firms of the town, each owning many vessels employed in the various branches of the fisheries. With each wharf were connected blacksmith's shops, marine railways, ship carpenter's shops, and other facilities for the fitting and repairing of vessels. In recent years, however, the two wharf companies have lost much of their former prominence in the



N & W. Wood

mercantile affairs of the town, though the two wharves are still the headquarters for very many of the fishing vessels sailing from Provincetown.

NATHANIEL E. ATWOOD.*—This highly esteemed and distinguished citizen of Provincetown was born September 13, 1807, and died at his residence, November 7, 1886. He was the son of John Atwood, a fisherman, who, like most of his contemporaries, was poor, and deprived of many of what are now esteemed the necessities, as well as of the conveniences of the household. As he could not afford a clock to tell the hour of the night when it was time to go fishing, it was his practice to repair to the shore and mark the position of the ebb or flood tide upon the beach, and thus determine the starting time. Not including provision for his schooling, the bare necessities of life were all that could be furnished the son. Few more interesting or pathetic struggles for the rudiments of knowledge have been told of New England men than those he used to relate of his own experience. In 1816, to be nearer the fishing grounds, his father and family removed to Long point, taking the son with them—the first resident fisherman. Here, at the age of nine, Nathaniel E. began his calling, the father often taking the boy from his bed, at three or four in the morning, for a place in his fishing boat for the day, returning to do other requisite work at night.

Though possessing a natural bias for learning, no leisure, books or schooling could be afforded him. Occasionally, in short intervals of rest, upon returning to the shore the father, who could not read, but could cipher, drawing sums upon the smooth sand of the beach with a stick, gave the son the only lessons in arithmetic he ever received from a teacher. Despite, however, the absence of opportunity, he, by force of native ability and desire for improvement, acquired, not great scholarship, it is true, but an amount of learning and a knowledge of natural history that assured him a creditable position. As a practical ichthyologist, he not only long enjoyed a national reputation in his own country, but his name, in connection with this branch, has for many years been known by scientific men in Europe. At the age of thirteen, graduating from the fish boat, his father shipped him as cook on a fishing vessel for the coast of Labrador. Continuing those voyages, three years later he was trusted to ship himself in a vessel bound to the Grand Banks. Desirous of a change of occupation, he went several voyages as seaman, and subsequently as master in the coasting and foreign fishing trade. A superior navigator, a kind master, a careful, honest agent, he filled these positions with efficiency and secured the confidence and esteem of his men and

*By James Gifford, Esq.

employers. Returning to fishing, he continued in this calling till the age of sixty, twice encountering shipwreck during this period. Endowed with rare powers of observation, with a retentive memory and a temper favorable to study and investigation, he began in early manhood to acquire knowledge of the characteristics of the sea fishes.

In 1843, when Dr. D. Humphries Storer was preparing his *Fishes of Massachusetts*, making inquiry for a fisherman who knew most about fishes on the coast, all concurred in referring him to Mr. Atwood. That this reference was fully justified, appears from the following extracts from the work cited: "During the last six or eight years no individual has rendered me such essential assistance as Captain N. E. Atwood, of Provincetown. * * * For much acceptable information respecting our marketable species I am indebted to him, the best practical ichthyologist in our state." In a subsequent report to the Boston Society of Natural History, he said: "Let his name, who has done so much to enable me to present this final report, be indelibly associated with the science to which he is an honor."

In 1852 Louis Agassiz, impressed with the value of Mr. Atwood's contributions to ichthyology, visited him in his home upon Long point, and there began an acquaintance that shortly ripened into an intimacy and life-long friendship. Their constant correspondence respecting fishes was continued through the professor's life. It was at his suggestion that Mr. Atwood was employed in the winter of 1868-9 to deliver a popular course of twelve lectures upon food fishes before the Lowell Institute of Boston.

In 1847 he was chosen a member of the Boston Society of Natural History. In 1856 he was appointed member of a committee to investigate the feasibility of the artificial propagation of inland fishes, and the same year was elected a member of the Essex Institute of Salem. He was subsequently chosen a member of the Institute of Technology in Boston, and of the American Academy of Arts and Science.

In 1857, 1858, he was a representative to the legislature, and in 1869-1871 a member of the state senate, serving as chairman of the committee on fisheries. His opinions on matters pertaining to sea fisheries and requiring legislation were received as authority. He was therefore summoned before legislative committees in several states to give his views on pending measures. Candid and thoroughly informed, his judgment was generally accorded decisive weight. He was twice sent to Washington by his fellow-townsmen once to urge upon the war department the necessity of fortifying Provincetown harbor, and later to present the interests of the fisheries to the congressional committee on ways and means. For fifteen

years prior to 1882 he was a faithful, diligent officer of the revenue in Provincetown. He was also one of the trustees of the Seamen's Savings Bank in Provincetown, and was three years member of the school committee. He was for many years associated with the United States fish commission, and rendered important services that were fully appreciated by that board. Of a serene, cheerful temper, unassuming in manner, charitable to faults, public spirited and benevolent, his whole career was characterized by unselfishness, gentleness and integrity that was unswerving. The death of no man in Provincetown, in this generation at least, produced more general or sincere regret. His character and memory are a legacy to the people of this town.

His first marriage was with Maria Smith of Sag Harbor, L. I. He settled in Provincetown, where Mrs. Atwood died in 1849. Their family of three sons and two daughters were: John E., who died at the age of twelve years; Nathaniel, now a resident of Medford, Mass.; Lydia F. (Mrs. William A. Doyle of Truro); Mary M., who married John Kiley, jr., of Truro and died leaving three children; and Daniel W. Captain Atwood married a second time Mrs. Blake of Boston, the mother of Prof. J. Henry Blake. By this marriage he had three children who reached maturity: Myrick C., of Provincetown, now collector of customs at that port; Maria L., widow of Arthur K. Crowell, and Priscilla S., now Mrs. Fish of Brockton.

Nathaniel, the oldest survivor, was born in 1839, and married Olive J., daughter of Nathaniel Hopkins of Truro. He was captain of a whaler eleven years, and for ten years in merchant service. Since 1882 he has been superintendent for Lyon, Dupuy & Co. of Boston, exporters to Hayti. Prior to 1882 he lived in Provincetown. He has one daughter and one son, Edward H. Atwood, the only male representative of the name in this generation.

Solomon Bangs, only living child of Solomon and Betsey (Rich) Bangs, and grandson of Perez Bangs, was born in 1821. He followed the business of sailmaking until 1882, and since that time has been weir fishing. He married Rosilla, daughter of Samuel and Thankful (Bangs) Rich. They have one son, Perez.

John Bell, son of Henry F. Bell, was born in Liverpool, England, in 1838. He followed the sea from 1851 until 1884, the last sixteen years as captain of a whaling vessel. He has lived in Provincetown since 1858. He married Zilpha, daughter of John and Zeruiah (Atkins) Knowles. They have one daughter, Angie.

Stephen Bennett, born in 1824, is a son of Robert Bennett. He came to Provincetown in 1842, where he was a rigger for several years. Since 1871 he has been engaged in the ice business. He

handles about five thousand tons per year. He married Sarah M., daughter of Levi and Jerusha (Kilburn) Smith and granddaughter of Daniel Smith. They have two children—Samuel A. and Jerusha K. (Mrs. M. W. Bradshaw). One daughter, Melissa F., died.

John M. Carnes, born in Boston in 1816, is a son of David and Betsey (Rich) Carnes. He came to Provincetown in 1824 and followed the sea until 1849, when he went to California, returning in 1852, since which time he has been a farmer. He married Eunice C., daughter of Josiah and Sally (Smith) Doane, and granddaughter of Joshua Doane.

Josiah Chase, son of Josiah and Lucy (Wheldon) Chase, and grandson of Josiah Chase, was born at Harwich in 1849. He has followed the sea since he was nine years old, as master since 1867, fishing and coasting. October 8, 1889, with a crew of seven men, he started for Cape Town, Africa, with the hope of finding new fishing grounds. Captain Chase is still at Cape Town. He has found mackerel there and his voyage will be fairly successful. He married Amelia, daughter of William Doyle. Their three children are: Bessie A., Anna G. and Josiah I.

Henry T. Chipman, son of Thomas and Permelia (Horton) Chipman, was born in 1850. He began going to sea at the age of ten years, and has been ten years master of vessels in menhaden fishing.

Isaac Collins, born in 1823 in Truro, was a son of Michael and Tamesin (Snow) Collins and grandson of Benjamin Collins. He married Mrs. Matilda H.⁵ Nickerson, daughter of Levi,⁴ and Mehitabel (Lombard) Stephens, granddaughter of Levi,³ (Richard,² Richard Stephens¹). They have one son, Isaac S. Mr. Collins, as shipwright and spar maker, began business in Truro in 1857. In 1864 he removed to Provincetown, establishing himself at Central wharf. Upon his death in 1889, Ezra D. Ewen succeeded to the business.

David Conwell, son of David and Eleanor (Perry) Conwell, and grandson of Robert Conwell, was born in 1818. He was a house carpenter by trade, but has been in mercantile and wholesale fish business since 1848. He represented this district in the legislature in 1888 and 1889. He married Elmina, daughter of Amasa Taylor. She died, leaving four children: Eleanor B., Walter L., Robert E. and Amasa F.

Robert E. Conwell, son of David and Elmina Conwell, was born in 1853, and has been in business with his father since 1874. He married Ruth S., daughter of William Hedge.

Alfred Cook, born in 1816, is a son of Samuel and Tamesin (Brown) Cook, grandson of Samuel, great-grandson of Solomon, and great-great-grandson of Solomon Cook. He followed the sea from 1824

until 1869, as master after 1838. For twenty-five years he was in whaling business. Since 1869 he has been engaged in the whaling and fishing business. He married Rebecca M. Bowley. She died and his second marriage was with Caroline Howard. His present wife was Mrs. Emily E. Chapel, daughter of William Law:

Charles A. Cook, born in 1822, is one of the children of Jonathan and Sabra (Brown) Cook, and grandson of Jonathan Cook. His first marriage was with Sarah Dunham, who died leaving one son, Jonathan Y. His second wife was Olive Atkins. They have five children: Charles A., jr., George P., Sarah (Mrs. H. P. Higgins), Angie (Mrs. J. W. Fuller) and Louise (Mrs. W. Williams). Mr. Cook began business in 1855, purchasing the wharf built by Jonathan H. Young, which he still owns. In early life Captain Cook commanded several packets that ran between Boston and Provincetown. He was also largely interested in fishing vessels. In 1855 he established a grocery and outfitting store at 240 Commercial street, which he still continues with the assistance of his son, Jonathan, acting also as the agent of the schooners *General Scott*, *Vandalia* and *John Simmons*.

Emerson D. Cook, son of Lemuel and Mary J. (Weeks) Cook, grandson of David and great-grandson of Jonathan Cook, was born in 1850. He followed the sea from 1863 until 1884. He is now a blockmaker. He married Kathleen O. Lynch. They have one son living, Benjamin L., and one son that died.

Henry Cook, born in 1813, is one of twelve children of Samuel and Tamesin (Brown) Cook. He followed the sea from 1823 until 1850, as master sixteen years. Since 1850 he has been a merchant. He has been a director of the Provincetown National Bank since its establishment. He married Abigail, daughter of Elijah Dyer. They have one daughter, Adelaide O., the wife of A. Lewis Putnam.

James D. Cook was born in 1845 in North Scituate, Mass. His father and grandfather were both natives of North Scituate, Mass. He is engaged in prepairing and packing cod fish. He married Mary S., daughter of Joseph Thomas. Their children are: Chester A., Ebed E., Henry P., May W., Walter T. and James W. They lost three: Nellie M., John B. and Charles.

John J. Cook, youngest son of John and Martha (Bush) Cook, and grandson of John Cook, was born in 1817. He followed the sea from 1826 until 1883, as master of whaling vessels after 1845. He is now engaged in the fish business with his son. He married Elizabeth S., daughter of William and Eliza S. (Kent) Taylor. Their children are: Emmie (Mrs. C. H. Holbrook), Lizzie K., Richard W. and Fred. They lost two: Martha E. and John J.

Frederick T. Daggett, son of Lathrop and grandson of Ichabod

Daggett, was born in 1828 in Nova Scotia. He followed the sea for thirty five years, twenty-five of which he was in command of vessels. Since 1835 he has been engaged in the fish business. He married Helen, daughter of John and Sally (Lancy) Snow. Their children are: Fred W., Allton L., Sarah S. and Cora N. One son, John L., died.

James Daggett, born in 1832, in Liverpool, Nova Scotia, is a son of Lathrop, and grandson of Ichabod Daggett, who was a native of Scituate, Mass., and removed to Nova Scotia. Mr. Daggett came to Provincetown in early life, where for forty years he has been engaged in fishing. He married Mary S., daughter of Atwood Snow. Their children are: Joseph A. and Frank E.

James Engles, born in 1827, was a son of James Engles. He was a tinsmith by trade, and kept a hardware store here until his death in 1887. Since that time his son, Herbert, has continued the business. His wife, Susan, died leaving four children: Francenia, Adella, Carrie and Herbert.

Silas D. Fish, born in Franklin, Conn., in 1823, is a son of Cook and Mary (Cook) Fish. He began at the age of twenty-two as brakeman on the railroad, and six years later he began to run a locomotive, and continued until 1886, since which time he has been in the Old Colony railroad shop. He has lived in Provincetown since 1873. He married Mary J., daughter of Job Courier. They have three daughters: Emma F., Viola D. and Estella F. They lost two daughters.

James Gifford, born here in June, 1821, is the youngest of the four children—who reached maturity—of Benjamin Gifford, a Quaker, who, about 1807, came to Provincetown from Rochester, Mass. James Gifford was whaling one voyage while a lad, but has during his whole life been closely identified with the business and public interests of this town. He has been two terms county commissioner and five years in the state legislature, and twenty-four years deputy collector of customs at Provincetown. He rebuilt "The Gifford House" in 1869.

Moses N. Gifford, son of James Gifford, was born June 11, 1848. He was married December 12, 1870, to Harriet P. Lovering of Georgetown, Mass. Their daughter is Fannie C. He is treasurer of Seaman's Relief Society and Provincetown Building Association.

Joseph S. Hatch, son of Joseph and Polly (Small) Hatch, was born in Truro in 1841. He is a sea captain in the fishing and coasting business. He married Josephine S., daughter of William and Sarah (Myrick) Holden, and granddaughter of William Holden. They have two daughters: Sarah M. and Annie W. Mrs. Hatch has kept a dry goods store since 1877.

John D. Hilliard, born in 1836, is a son of Jairus and Emily (Cook) Hilliard, and grandson of Thomas Hilliard. He married Rebecca H. daughter of Jonathan Hill. She died leaving three children: Nellie B., Alice S. and John D., jr. His second marriage was with Lizzie H., daughter of Phineas Paine. They have one daughter, Helen J. John W. Hilliard succeeded in 1880 to the wholesale fish business, begun in 1836 by Stephen Hilliard, who in that year opened a store for the sale of general merchandise. In 1846 Hilliard's wharf was erected. Stephen Hilliard afterward sold to Hilliard, Johnson & Co., who were succeeded by T. & J. H. Hilliard & Co. In 1859 Thomas Hilliard retired. The firm of Freeman & Hilliard succeeded and continued until 1880, when Nathan D. Freeman retired and John D. Hilliard continued the business.

Hiram C. Holmes, born in 1861, is a son of Hiram and Nancy (Avery) Holmes. Hiram Holmes came to Provincetown at the age of nineteen and followed the sea in fishing and whaling. He was twenty-five years captain of a whaleman. He kept a hardware store from 1865 until his death in 1888. Hiram C. continued the business until January, 1890, when he sold out to William C. Bangs and entered the firm of Wilcox, Crittenden & Co., manufacturers of marine and awning hardware at Middletown, Conn. Mr. Holmes is traveling for the firm. He was married January 16, 1890, to Mary E. Dyer of Provincetown. His two sisters, Susie P. and Hattie F. L., reside with their mother at Provincetown.

James P. Holmes, son of James M. and Salome C. (Soper) Holmes, and grandson of Nathaniel Holmes, was born in 1852. He was for about eight years on the steamer *George Shattuck*, then four years in Boston, and since 1880 he has kept a fruit and confectionery store at Provincetown. He married Sadie C., daughter of Thomas Lewis. They have one daughter living, Flora M.—and one died in infancy.

Nathaniel Hopkins, son of Isaac and Hannah (Rich) Hopkins, and grandson of Isaac Hopkins, was born in Truro in 1815. He followed the sea from 1823 until 1847, eleven years of the time as master. Since 1847 he has been a ship carpenter. He owns a controlling interest in the Union Marine Railway Company. He married Aphiah Snow, who died leaving four children, three of whom are now living: Olive J., Aphiah L. and Addie. His second marriage was with Mrs. Delia P. Paine, daughter of Benjamin Hinckley. She died and he afterward married Mrs. Margaretta E. Smith.

Philip R. Howes, born in Barnstable in 1852, is a son of Philip and Temperance B. (Ames) Howes, and grandson of Richard Howes. He has lived in Provincetown since 1873. He was express messenger on the railroad until 1888, and since that time he has been express agent

here. He has also kept a variety store since 1882. He married Emma F. Fish.

Hezekiah P. Hughes, born in 1839 at North Truro, is a son of John and Hannah (Paine) Hughes, and grandson of John Hughes. He was in the war of the rebellion from August, 1862, until June, 1865, in the Third Massachusetts Cavalry. He was promoted to second lieutenant in September, 1864. He was keeper of Highland light for $3\frac{1}{2}$ years. He was nine years bookkeeper for the Central Wharf Company, and since 1883 he has been a dry goods merchant in the Masonic Building. He married Orianna F., daughter of Edward Armstrong. Their only daughter is Anna M.

Sylvanus N. Hughes, born in 1820 in Truro, is the eldest son of James and Jane (Avery) Hughes, and grandson of John Hughes. He followed the sea from 1830 until 1886, after 1842 as master. He has lived in Provincetown since 1866. He married Mary S. Collins, who died, leaving one son, Cullen A. His second marriage was with Mrs. Hannah Sparrow.

Joseph P. Johnson, born in 1813 at Essex, Conn., was a son of John W. and Jerusha (Cary) Johnson. He came to Provincetown at the age of thirteen, and learned the trade of a sailmaker, at which he wrought for some time. He has been engaged in several other branches of business here. He served as moderator of town meetings twenty-eight years, selectman several years, seven years as representative in the legislature, and two terms state senator. He was agent for the Massachusetts Humane Society for about twenty-five years, several years agent for the Boston Board of Underwriters, and is now a director in the Provincetown National Bank. His first wife, Polly Cook, died leaving no children. His second wife, Susan Fitch, died leaving two children: Mary C. and Susan E. His third wife, Mary Whorf, left three children: Josephine P., George F. and William W.

Samuel Knowles, a carpenter, born in Truro in 1831, is a son of John and Zeruah (Atkins) Knowles, grandson of Samuel, great-grandson of John and great-great-grandson of Willard Knowles, born in 1712. He was in the war from July, 1862, until May, 1863, in Company A, Thirty-third Massachusetts Volunteers. He purchased in 1865 of James Chandler the mail and stage route between Orleans and Provincetown. In 1873 he established a livery stable and grain store. Until 1888 he also acted as agent of the Cape Cod and New York and Boston Express Companies. He married Hannah E., daughter of Edward Larkin. Their children are: Emma B. and Carrie E., and one daughter, Virginia (Mrs. Joshua Atkins), who died leaving three children.

Daniel F. Lewis, born in 1834, is the youngest son of George and

Mary (Snow) Lewis, grandson of Eleazer Lewis and great-grandson of George Lewis. He is a ship carpenter by trade, but for the last six years he has been engaged in driving artesian wells. He married Mehitabel F. Avery for his first wife. His second wife was Mrs. Mercy M. Hopkins, and his present wife was Mrs. Mary N. Hallett, daughter of Reuben Brown.

Isaac B. Lewis, born in 1831, is one of eleven children of Nathaniel, grandson of Eleazer, and great-grandson of George, who was a descendant of George Lewis. Isaac B. married Olive A. Baker, who died leaving one son, Isaac W., who married Laura M. Freeman and has four children: Olsen E., Olive A., Nathaniel E. and an infant. Mr. Lewis married for his second wife Elizabeth A. Boothby. He has an adopted son, Ira A. Lewis. Mr. Lewis is engaged in weir fishing.

Thomas Lewis, son of Nathaniel and Azubah (Snow) Lewis, was born in 1834. He began going to sea in 1844, attained to master in 1854, and continued coasting and fishing until 1888. He married Flora A., daughter of John Coan. Their children are: John A., Thomas J. and Sadie C.

Adam Macool, born in Ireland in 1823, is a son of Robert and grandson of Adam H. Macool, both natives of Scotland. He came to this country in 1827, and in 1851 he came from Providence, R. I., to Provincetown, where he has since been a gauger and cooper. He is now agent for three whaling vessels. He began the manufacture of oil casks in 1858 near Atwood's wharf, where he has since carried on a flourishing business. He married Sarah Ross. They have had four children, all of whom died in infancy.

Joseph Manta, born in Portugal in 1843, is a son of Francis S. and grandson of Joseph S. Manta. He left home in 1854 and followed the sea from that time until 1876, when he started a grocery store nearly west of the present wharf which he purchased six years later. He has since become extensively engaged in the wholesale fish business, acting as agent for several large schooners engaged in the fresh fish business. He married Phelomina Perry. They have had five children: Joseph, John and Philip, living; and Francis and Phelomina, deceased.

Duncan A. Matheson, born in Richmond county, Cape Breton, N. S., February 8, 1848, is a son of Donald and Flora Matheson. Donald Matheson was the son of Murdock and Anne Matheson, of Loch Alsh, Rosshire, Scotland. Flora Matheson was the daughter of John and Katherine Matheson, also of Loch Alsh, Rosshire, Scotland. Duncan A. came to Provincetown in September, 1872, and opened a shoe store. In 1881 he added a clothing department, and in October, 1884,

opened a branch store at Wellfleet. In August, 1884, he married Irene P., daughter of William and Rebecca Bush, of Provincetown. They have one daughter, Rebecca Florence Matheson.

William Matheson, born in 1828, in Nova Scotia, is a son of Alexander Matheson. He came to Provincetown in 1848, and followed the sea from that time until 1879, fishing and coasting. He was master from 1853. He purchased in 1882 "Steamboat Wharf" where he conducts the wholesale fishing business, owning largely in fishing vessels, and affording employment to many men. His daughters, Mary S. and Jesse T. Matheson, occupy the building at the head of the wharf as a millinery store. He married Mary, daughter of John Matheson. Their children are: Lottie B. (Mrs. Angus McKay), Georgia D. (Mrs. Orrin Paine), Mary S., Jessie T., John A. and Lizzie W. They lost one infant son.

Edwin C. Mayo, born in 1835, was a son of Stephen and Jerusha (Sawtell) Mayo, grandson of Joshua and great-grandson of Thomas Mayo. He began going to sea in 1848, and from 1856 until 1887 he was master of vessels. From 1887 until his death in November, 1889, he was engaged in the wholesale fish business. He married Alexandrina Kemp, by whom he had three daughters: Ella M., Carrie E. and Almira C.

Roderick McIntosh, born in 1845, at Cape Breton, Nova Scotia, is the seventh son of Roderick McIntosh. He has lived in Provincetown since 1862, and since 1866 he has been master of vessels. He married Sarah, daughter of John Matheson. She died in 1885, leaving two sons: John A. and Daniel M.

Angus McKay, born in 1843, at Cape Breton, is a son of Alexander McKay. He came to Provincetown in 1875. He has followed the sea in the fishing business since sixteen years of age, and has been master since twenty-one years old. He married Lottie B. Matheson. They have three children: William A., Cora S. and Osborn E.

Norman McKenzie, son of Donald McKenzie, was born at Cape Breton, Nova Scotia, in 1845, and came to Provincetown in 1867. Since 1871 he has been master of coasting and fishing vessels. He married Sarah, daughter of Hector McKinon. Their children are: Sadie M., Lorraine N. and Maggie A. (deceased.)

Stephen Mott, son of Stephen Mott, was born in 1807 in Nantasket, Mass. He is a shipwright and caulker by trade. He came to Provincetown in 1843. He married Eveline Litchfield, who died in 1883, leaving two sons—Silas C. and Atwood.

Charles Nickerson, born 1807, died 1887, was a son of Enos and grandson of Seth Nickerson. He was a tailor by trade. In 1830 he began to engage in the "fishing business," a term which is frequently

used to designate the various occupations connected with the prosecution of the bank fisheries. He continued in active business until his death. He married Eleanor, daughter of Jesse and Thankful H. (Smith) Cook, and granddaughter of Samuel Cook. Their children were: Lucy M. and Ellen C., who died, and Emmie C., who now lives at the homestead with her mother.

Eldridge Nickerson, born in 1797, was a son of Seth, and grandson of Seth Nickerson. He was engaged in fishing, and kept a small store on Long Point until 1843, when he came to the village where his daughters now live, and kept a store until his death in 1865. Since that time E. and M. Nickerson have continued to keep the store. He married Eunice Snow. Their children were: Eunice S. and Marinda J., and one son, who died in infancy.

Luther Nickerson, born in 1829, is a son of Stephen and Rebecca R. (Dyer) Nickerson, grandson of Stephen, and great-grandson of Seth Nickerson. He married Elizabeth Stickney, of New Hampshire. She died, leaving two children, Rebecca D. (Mrs. Jacob Rood) and Luther B.

Stephen T. Nickerson, oldest son of Stephen and Rebecca R. Nickerson, was born in 1824. He married Ruth S., daughter of Nathaniel and Ruth (Dyer) Covill. Luther and Stephen T. Nickerson succeeded to the business established by their father, Stephen Nickerson, and since 1854 have been engaged in the fisheries, owning extensive flake yards and valuable shore privileges.

Artemas Paine, born in 1815 and died in 1883, was a son of Lot and Olive (Nickerson) Paine. He kept a grocery and ship chandlery store for several years. He was selectman several years, and also president of a marine insurance company. He married Lucy J., daughter of Ebenezer and Temperance (Lewis) Lothrop, and granddaughter of Brigadier-General Ebenezer Lothrop.

James C. N. Paine, son of Lot and Olive (Nickerson) Paine, was born in 1818. He followed the sea from 1829 until 1867, several years as master of vessels. He married Lucy, daughter of David Ryder. She died, leaving one daughter, Lucy A. His second marriage was with Phoebe A., daughter of James T. and Louisa (Sparks) Cook. They have one daughter living, Louisa C., and one that died, Clara H.

Lysander N. Paine, the president of the Savings Bank, and a prosperous business man, is the junior partner of the firm of J. & L. N. Paine, established in 1865, which owns largely in fishing vessels and conducts a general outfitting store. The business was begun first by R. E. Nickerson, Joshua Paine and James Emery in 1853, at which time another wharf was erected. In 1861 the firm became Paine &

Emery. Mr. Emery retired in 1865, and is now a resident of Arlington.

Thomas K. Paine, son of Jesse and Betsey (Hopkins) Paine, was born in 1846. He has been in the fishing business since 1860, and since 1882 in weir fishing. He has lived in Provincetown since 1868. He married Lizzie, daughter of Christopher Hussey of Maine. Their children are: George L., May E., and one that died in infancy.

George W. Pettes, son of George W. and Ruth (Nickerson) Pettes and grandson of Timothy Nickerson, was born in 1831. He has been a sail maker since 1846. He married Elsiaida B. Turner.

A. Louis Putnam united with Enos N. Atkins in 1862 in the purchase of the jewelry and fancy goods store established by A. S. Dudley in 1855. In 1864 Atkins retired. In 1870 Augustus Mitchell became a partner, and the firm of A. L. Putnam & Co. continued until 1888. Upon Mr. Mitchell's death the business again passed to A. L. Putnam.

James A. Reed, born in 1848, is a son of Allen and Eliza A. (Edson) Reed. He came to Provincetown in 1863 with his father, who kept the Pilgrim House five years, and then purchased Ocean Hall and converted it into a hotel known as the Central House. Since his death in 1881, James A. has been the manager. He was assistant deputy inspector and collector of customs from January, 1887, to December, 1887, and from February, 1888, until December 1, 1889, he was deputy collector and inspector of customs. He married Ada E., daughter of Frank A. Paine. Their children are: Ethel A., Lula A. and Earl E.

John Rosenthal, born in 1833 in France, is a son of Jaques Rosenthal. He came to this country at the age of twenty, and at Baltimore, October 26, 1854, he enlisted in the Fifth United States Infantry as a private. He was promoted corporal March 4, 1858; sergeant November 1, 1858; sergeant major December 11, 1863; ordinance sergeant April 30, 1864. He resigned and was discharged September 25, 1885. He was in several important expeditions, and was in the battle of Apache Canon against the Texans March 28, 1862. He married Mary E., daughter of Prince Freeman. They have two children: Mabel F. (Mrs. A. G. Lester) and Irving L.

Benjamin Small, born in 1802, is the son of Taylor and Mary (Lombard) Small. He followed the sea in the fishing business until 1860. He gave five thousand dollars to the Provincetown public library in 1889.

James A. Small¹, born in 1840 in Truro, is a son of Joshua⁴ and Ruth Kenney (Isaac³, Francis², Samuel Small¹). He was in the war of the rebellion from July, 1862, until 1865, in the Third Massachusetts

Cavalry, and was discharged with the rank of sergeant major. Since 1869 he has been a member of Central Wharf Company. He married Rebecca G., daughter of John and Hannah (Paine) Hughes. Their only daughter is Lydia H.

Joshua T. Small^o, is the eldest son of Thomas K^o. and Maria Jerusha (Baldwin) Small, (Joshua⁴, Isaac³, Francis², Samuel Small¹). He succeeded N. H. Drie, baker, in 1878. In 1882 he purchased the bakery of Jacob Gross and has continued since that date a successful business at the corner of Commercial and Gosnold streets. He married D. Ellen, daughter of James Livermore.

David Smith, son of Seth and Ruth Smith, and grandson of Seth Smith, was born in 1814. He followed the sea until 1867, and from that time until his death in 1888, he was in a grocery and provision store in Provincetown. He married Lucy Lewis, who died, leaving five children: Lucinda S., Lucy C., David L., Azubah S. and Richard C. His second marriage was with Mrs. Jurusha A. Lewis, daughter of Nehemiah and Hope (Cobb) Rich. They have two children living: Charles B. and Fred. W., and they lost two. Mrs. Smith had one son by her former marriage, Joseph H. Lewis.

Francis P. Smith was born in 1835 in the Azore islands. He came to Provincetown in 1851, and followed the sea from that time until 1871, as a steward, since that time he has kept the Atlantic House, which was formerly known as the Union House. He married Fidelia P., daughter of Nathan Dunham. Their children are: Nellie B., Belle G., Selena F., Garfield P., Frank P. and Priscilla M.

H. Merrill Smith, born in 1826, in Chatham, is a son of Heman and Rebecca (Jackson) Smith, grandson of Nathaniel and great-grandson of Ralph Smith. Mr. Smith followed the sea seventeen years. With Thomas W. Dyer he started business in paints, oils and hardware in 1869. Under the name of T. W. Dyer & Co. the business was continued until 1886, when Mr. Smith purchased the business. He married Catharine S., daughter of David Eldridge. Their children are: Heman Francis, Franklin N., and two daughters that died—one in infancy, and one, Eva M., December 9, 1883, aged twenty-one years.

John Smith, born at Cape Breton, Nova Scotia, in 1829, is a son of Donald Smith. He came to Provincetown at the age of twelve and has followed the sea since that time. He has been master since 1848. He was coasting, fishing, and on foreign voyages until 1883; since that time he has run the steamer *Longfellow* between Provincetown and Boston. He married Mary E. Lavender and has one son, Donald B.

William M. Smith, born in 1857, is a son of William W. and Mary C. (Johnson) Smith. He married Nancy W., daughter of Joshua

Paine, and has one son, William P. Mr. Smith is a photographer. He was a partner with George H. Nickerson from 1880 to 1883, when he opened rooms at the store of Amasa Smith. In 1889 he purchased the premises formerly owned by George Chamberlain.

Jonathan F. Snow, born in 1846, is a son of Jonathan and Susan (Young) Snow, and grandson of Jonathan Snow. He followed the sea from 1863 until 1875, was then in mercantile business until 1883, since which time he has been clerk of the steamer *Longfellow*. He married Emeline, daughter of Waters Taylor. Their only son is Fred. R.

Obadiah Snow, born in 1825, is a son of Josiah and Ruth (Dyer) Snow. He was a boat builder in early life and followed the trade twenty-one years. He married Sarah M. Dyer, who died, leaving one son, Elijah O., who is married and has one son. Mr. Snow began business as a music dealer many years ago, upon the site of the present town hall. In 1875 he refitted his present store, and continued a dealer in music, fancy goods, carpets and other goods, assisted by his son.

Reuben S. Snow, born in 1831, is a son of John and Sally (Lancy) Snow, and grandson of Josiah Snow. He has been a house carpenter since 1847. He married Hannah D., daughter of Nathaniel and Sally Paine, and granddaughter of Elisha Paine.

Richard G. Tarrent was born in 1830 in Cork, Ireland. He came to Provincetown with his father, James Tarrent, at the age of sixteen. He was six years in the whaling business, and after spending four years in California, he was boat fishing until 1870, and since that time he has run a seine loft. He married Ann McGregor, who died, leaving no children, and he was afterward married to Ruth A. Seavy, who died, leaving two children: Lizzie A. (Mrs. E. E. Cramer) and Charlotte A. (Mrs. Charles Hopkins). His third marriage was with Susan A. Coffin. Their only daughter is Lillie.

Amasa Taylor, son of Amasa and Polly (Gould) Taylor, grandson of David and Susan Taylor, and great-grandson of John and Susanna Taylor, was born in 1824. He has been a blacksmith at Provincetown since 1858. He married Rebecca Crosby, who died, leaving two children: Abiel C. and Mary A. (Mrs. E. Wheeler). His second marriage was with Hannah Bush, widow of James Bush. They have three children: Rebecca A., Minnie C. and Lucinda C.

Thomas S. Taylor, born in Yarmouth in 1840, is a son of Charles and Hannah (Ellis) Taylor, grandson of Elijah, and great-grandson of Elijah Taylor. He came to Provincetown in 1853, and followed the sea from that time until 1886, the last thirty years in whaling vessels. He was master of vessels after 1862. He married Josephine E., daugh-

ter of Elisha West, and granddaughter of Ebenezer West, who was a native of Plymouth, and removed to Nova Scotia. They have four children: Charles N., E. Thomas, William W. and Hersey D.

Joseph A. West, son of Elisha and Barbara Ann (Lavender) West, was born in Nova Scotia in 1846, and came to Provincetown in 1848. He married Josephine Hatton. Their children are: Josie H. and Louis J. Joseph A. West and Josiah F. Brown, in 1868, succeeded to the business of C. P. Dyer. During the same year Mr. West became sole proprietor, and continues to keep a large stock of furniture, fancy goods and builder's and hardware goods.

John G. Whitcomb, born in Yarmouth, Maine, in 1834, is a son of Levi Whitcomb. He married Mary J. Fountain and has one son, Charles T. C. Mr. Whitcomb began, in December, 1865, to build vessels upon the shore nearly opposite his present residence. The whaling schooner *Alcyone*, of 137 tons, the first vessel built by Mr. Whitcomb, was launched in 1866. In 1867 the *Cora Morrison*, of 129 tons, was launched from his yard. In 1867 the schooner *Freddie W. Alton*, of 129 tons, was launched. November, 1868, the brig *D. A. Small*, of 166 tons, was completed. The schooner *Lottie Bell*, of 131 tons, in 1869, and the schooner *Willie Swift*, of 137 tons, in 1875, were also built by Mr. Whitcomb at his yard. In 1867, while hastening work upon the *Alton*, Mr. Whitcomb cut and carted to his yard from Truro woods good white oak timber, which he used in the frame of the *Alton*. Mr. Whitcomb still repairs a great many vessels, but has since 1875 built no new vessels.

Joseph Whitcomb, born in 1841 in Yarmouth, Maine, is a son of Levi Whitcomb. He came to Provincetown in 1865. He was deputy sheriff from 1876 until 1889, when he was elected high sheriff. Mr. Whitcomb assisted for many years Robert Knowles, undertaker, and in 1880, upon the death of Mr. Knowles, established himself in business as his successor. He married Susan E. Knowles, who died leaving two children: Flossie M. and Susie E. His second marriage was with Levinia C. Mullen. They have one son, Joseph W.

Andrew T. Williams, born in 1832, is a son of Jacob C. and Mary (Rich) Williams, and grandson of Andrew N. Williams. Mr. Williams conducts the general store formerly owned by the Union Wharf Company, which was established in 1831 by Thomas Nickerson, Jonathan Nickerson, Samuel Soper and Stephen Nickerson. Several changes in the partners followed, but the firm continued until its dissolution in 1879 to do a large fishing business, which Mr. Williams has continued. He married Eveline, daughter of Samuel and Eveline Soper. They have three children: Fred. E., Mary E. and Nina S.

Nathan Young, son of Nehemiah and Phebe (Higgins) Young, and

grandson of Eleazer Young, was born in 1823. He followed the sea from 1833 until 1863, as master after 1849. Since 1864 he has been a member of the Central Wharf Company. He married Abbie, daughter of John Freeman. Their only daughter is Millie W.

Paron C. Young, born in 1838, is a son of Elisha and Betsey (Sparks) Young, and grandson of Elisha Young. He entered the war in January, 1864, in Third Massachusetts Cavalry, Company I. He received a wound at Cedar creek in October, 1864, which closed his active service. He married Susan E., daughter of Joseph P. Johnson. They have two children: William H. and Nettie M.

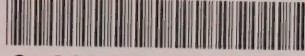








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